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Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

Department of Justice

Effective upon publication in the FEDERAL REGISTER, subparagraphs (5) and (8) of paragraph (g) of § 6.308 are amended as set out below.

§ 6.308 Department of Justice.

* * * * *

(g) *Tax Division.* * * *

(5) Chief, Review Section.

* * * * *

(8) Chief, General Litigation Section.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 61-11373; Filed, Nov. 30, 1961; 8:47 a.m.]

Title 7—AGRICULTURE

Chapter VII—Agricultural Stabilization and Conservation Service (Agricultural Adjustment), Department of Agriculture

SUBCHAPTER D—SPECIAL PROGRAMS

PART 776—WHEAT STABILIZATION PROGRAM

Subpart—1962 Wheat Stabilization Program Regulations

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AUTHORITY: §§ 776.1 to 776.25 issued under sec. 124(1), 75 Stat. 300. Interprets or applies sec. 124, 75 Stat. 297.

GENERAL

§ 776.1 Purpose.

The regulations in this subpart provide terms and conditions for the 1962 Wheat Stabilization Program, under which payments are made to producers who divert acreage from the production of wheat to an approved conservation use and increase their average acreage of cropland devoted in 1959 and 1960 to designated soil conserving crops or practices, including summer fallow and idle land, by an equal amount. Payments will be made by the issuance of negotiable Commodity Credit Corporation (CCC) sight drafts, which may be redeemed in cash or exchanged for wheat in accordance with the provisions of Supplement 2 to these regulations. Producers may elect in lieu of such payments to devote the diverted acreage to castor beans, guar, safflower, sunflower or sesame. The 1962 Wheat Stabilization Program provided in this subpart is referred to herein as "the program." Participation in the program to the extent provided in C.C.C. Wheat Bulletin A is required as a condition of eligibility for price support on wheat.

§ 776.2 Definitions.

As used in the regulations in this subpart and in all instructions, forms and documents in connection therewith, the words and phrases defined in this section shall have the meaning assigned to them herein unless the context or subject matter otherwise requires.

(a) The following words or phrases are defined in the regulations governing Reconstitutions of Farms, Farm Allotments, and Farm History and Soil Bank Acreages, 7 CFR Part 719 (23 F.R. 6731), as amended, and shall have the meaning assigned to them by such regulations: "Allotment," "base period," "combination," "community committee," "county," "county committee," "county office manager," "cropland," "current year," "Department," "Deputy Administrator," "division," "farm," "farm serial number," "field," "operator," "person," "photograph number," "preceding year," "producer," "reconstitution," "Secretary," "soil bank contract," "State executive director," "State committee," and "subdivision."

(b) The following words or phrases are defined in the regulations governing the Wheat Marketing Quota for 1958 and Subsequent Years, Part 728 of this chapter (23 F.R. 3437), as amended, and shall have the meaning assigned to them by such regulations: "Director," "wheat acreage," "wheat cover crop," and "wheat mixture counties."

(c) The following words or phrases are defined in the regulations governing Farm Acreage Allotments for 1960 and Subsequent Crops of Wheat, 7 Part 728 of this chapter (24 F.R. 2475), as amended, and shall have the meaning assigned to them by such regulations: "Acreage indicated by cropland," "commercial wheat-producing area," "new farm," "odd and even crop rotation," "old farm," and "wheat history acreage."

(d) "Conservation Reserve Program" means the program formulated under regulations issued pursuant to the Soil Bank Act, 6 CFR Part 485, recodified in 26 F.R. 5788 to Part 750 of this chapter.

(e) "1962 Feed Grain Program" means the program formulated under section 16 of the Soil Conservation and Domestic Allotment Act, as amended, under which producers divert acreage from the production of corn and grain sorghums, and barley.

(f) "Representative of the county committee" means a member of the county committee or any employee of the county office.

(g) "Representative of the State committee" means a member of the State committee or any employee of the State office.

§ 776.3 Geographical applicability.

The program is applicable to the commercial wheat-producing area for the 1961-62 wheat marketing year as defined in § 728.1105 of this chapter.

§ 776.4 Administration.

(a) The program, other than that portion thereof relating to exchanging sight drafts for wheat, will be administered by Agricultural Stabilization and Conservation Service under the general supervision of the Administrator, ASCS, and in the field will be carried out by Agricultural Stabilization and Conservation State Committees and Agricultural Stabilization and Conservation county committees (herein called State and county committees). Payment rates and productivity indexes will be established by the county committee and will be approved by a representative of the State committee before notices are mailed to producers. Applications for advance and final payments will be approved by the county committee or an authorized representative thereof.

(b) That portion of the program relating to exchanging sight drafts for wheat will be administered by ASCS under the general direction and supervision

of the Executive Vice President, CCC, and in the field will be carried out by State and county committees and ASCS commodity offices.

(c) State and county committees, ASCS commodity offices, and representatives and employees thereof do not have authority to modify or waive any of the provisions of this subpart or any amendments or supplements to this subpart.

REQUIREMENTS FOR PARTICIPATION IN PROGRAM

§ 776.5 Requirements of eligibility.

(a) *General.* A person is eligible to participate in the program if he is a producer on a farm which meets the requirements of paragraph (b) of this section and if he fulfills the requirements of paragraph (c) of this section.

(b) *Farm requirements.* (1) An Intention to Participate and Application for Advance Payment (herein called Form ASCS–654) must be filed for the farm by the operator or the owner in accordance with § 776.15.

(2) An acreage on the farm must be diverted from the production of wheat in 1962 equal to either (i) 10 per centum of the highest actual acreage of wheat planted on the farm for harvest in any of the years 1959, 1960, or 1961: *Provided,* That such acreage in each of such years did not exceed 15 acres, or (ii) 10 per centum of the farm acreage allotment for the 1962 crop of wheat which would be in effect except for the reduction thereof as provided in section 334(c)(2) of the Agricultural Adjustment Act of 1938, as amended. Notwithstanding the foregoing, in the case of any farm under a conservation reserve contract, if the total permitted acreage of soil bank base crops minus the acreage diverted under the 1962 Feed Grain Program is less than the minimum acreage otherwise required for participation in this program, participation to the extent of such acreage shall satisfy the minimum acreage requirements.

(3) An acreage equivalent in area to the acreage diverted in 1962 from the production of wheat must be devoted in 1962 to one or more of the approved conservation uses specified in § 776.6 and must comply with the limitations on use specified in § 776.7.

(4) In addition to the acreage referred to in subparagraph (3) of this paragraph and the acreage diverted under the 1962 Feed Grain Program, an acreage equal to the normal conserving acreage for the farm must be devoted to an approved conservation use on the farm in 1962. Land devoted to both a depleting and conserving use in the same year shall not be considered devoted to an approved conservation use for this purpose. The normal conserving acreage for a farm is the average of the cropland acreage devoted in 1959 and 1960 to the approved conservation uses specified in § 776.6, as adjusted for abnormal weather conditions or other factors affecting production, established crop rotation practices on the farm, changes in the constitution of the farm, participation in other Federal farm programs, or to give effect to the provisions of law relating to release and reapportionment or preservation of history. The normal conserving acreage for the farm shall not be adjusted below the average which the county committee considers normal for the community. Notwithstanding the foregoing, in counties designated by the State committee, the normal conserving acreage required to be devoted to an approved conservation use may be adjusted downward by the county committee upon request of the producer to the extent that the conserving use on such acreage is destroyed in 1962 by flood, drought, insects, or other natural causes.

(5) A farm on which a conservation reserve contract has been cancelled since January 1, 1960, because of a scheme or device to exceed the $5,000 payment limitation under the Conservation Reserve Program shall not be eligible for participation: *Provided,* That in any case where the Deputy Administrator determines that participation in the program would not be against the public interest, acceptance of such farm may be authorized.

(6) Land owned by the Federal Government which has been leased subject to restrictions prohibiting the production of wheat or requiring the use of land for other purposes, or prohibiting the receipt of Federal payments for diversion of such acreage, will not be eligible for participation in the program. Any other land owned by the Federal Government which is being occupied without a lease, permit, or other right of possession shall not be eligible for participation in the program.

(7) Producers on farms on which a new farm wheat allotment is established for the 1962 crop and producers on any farm producing durum wheat which receives an increased allotment under section 334(e) and section 334(i) of the Agricultural Adjustment Act of 1938, as amended, shall not be eligible for participation in the program.

(c) *Producer requirements.* (1) The producer must be a person who would have had an interest as a producer in the 1962 crop of wheat if wheat had been produced on the diverted acreage.

(2) A minor who otherwise meets the requirements of this program will be eligible for payment only if he also meets one of the following requirements: (i) The right of majority has been conferred on him by court proceedings; (ii) a guardian has been appointed to manage his property and the applicable documents are signed by the guardian; or (iii) a bond is furnished under which a surety guarantees to protect ASCS from any loss incurred for which the minor would be liable had he been an adult. Notwithstanding the foregoing, payment may be made to a minor after December 31, 1962, upon a determination by the county committee that the minor has met the requirements of the program.

§ 776.6 Approved conservation uses.

(a) Subject to the provisions of paragraph (b) of this section, the approved conservation uses under this program are as follows:

(1) Permanent or rotation cover of grasses and legumes consisting of perennial grasses, perennial or biennial legumes or mixtures of legumes and perennial grasses.

(2) Summer cover crops consisting of small grains, legumes, or grasses. (Wheat and barley may be used as a cover crop only under the condition stated in subparagraph (11) of this paragraph (a).)

(3) Winter cover crops consisting of small grains, legumes, or grasses (seeded in the fall of 1961 or seeded in the fall of 1962). However, other approved conservation uses will be required in conjunction with the winter cover crop, if necessary to protect the land throughout the 1962 cropping season. (Wheat and barley may be used as a cover crop only under the conditions stated in subparagraph (11) of this paragraph (a).)

(4) Trees or shrubs for erosion control, shelter belts, or other forestry purposes.

(5) Water storage for any purpose, including fish or wildlife habitat.

(6) Wildlife food plots or habitat when plantings are for wildlife food plots or establishment of wildlife habitat. An acreage devoted to wheat, barley or rice may not be considered as wildlife food plots or wildlife habitat under the program. Corn and grain sorghums may qualify if planted in small plots and designated for such purpose and approved by the county committee for such purpose.

(7) Idle cropland (necessary protective measures, including volunteer cover, must be carried out on diverted acreage).

(8) Summer fallowed cropland (prescribed protective measures must be carried out on summer fallow designated as diverted acreage).

(9) Corn or grain sorghums may be plowed down as green manure and considered as a conservation use on diverted acreage provided other approved conservation measures are carried out if necessary to protect the land throughout the 1962 cropping season.

(10) In those counties where the practice is applicable and customarily carried out, grain sorghums may be planted as a cover or litter crop in preparation of a seedbed for establishing permanent cover under ACP and CRP Practice A–2 and GP Practice GP–1, provided the grain sorghums are clipped while still green and left on the land in preparation of the seedbed.

(11) Wheat or barley plowed down as green manure or clipped and left on the land before the disposal date specified in the Wheat Marketing Quota Regulations may be considered as a conserving use provided other approved conservation measures are carried out if necessary to protect the land throughout the 1962 cropping season.

(12) Other uses approved by the State committee which are not in conflict with other provisions of the program.

(b) Idle cropland and summer fallowed land may be used in meeting the conservation use requirement on diverted acres only where the county committee determines that it would not be practicable to devote the diverted acres to other approved conserving uses in view of the conditions prevailing on the farm in 1962 or where such a determination has been made for an area by the State committee.

§ 776.7 Designation and use of diverted acreage.

(a) *General.* Land diverted from the production of wheat under the program must be designated by the operator of the farm and must be (1) cropland that was intensively cultivated during at least one of the years 1959, 1960, or 1961, (2) cropland that was devoted to a conservation use other than a water storage facility or trees under a conservation reserve contract which has been terminated or has expired with respect to such land, or (3) cropland which was designated and approved as diverted acreage under the 1961 Feed Grain Program, except acreage devoted to trees and other acreage diverted under the 1961 Feed Grain Program which the State committee designates as ineligible. Any land retired to noncrop use, including any land retired in accordance with § 776.8 to replace noncropland used for crops for the first time in 1962, and any land devoted in 1962 to asparagus, strawberries, or bush fruits (including new plantings of such crops) shall not be eligible for designation as diverted acreage. Any acreage diverted from the production of wheat to conservation uses for which payment is made under the program shall be in addition to any acreage diverted to conservation uses for which payment is made under any other Federal program except that the foregoing shall not preclude the making of cost-sharing payments under the agricultural conservation program or the Great Plains program for conservation practices carried out on any acreage devoted to soil-conserving uses under the program.

(b) *Restriction on harvesting.* No crop shall be harvested from the designated diverted acreage in 1962 for which payment is made under the program except (1) where the Secretary considers it necessary to permit harvesting the diverted acreage in order to alleviate a shortage of forage for use in the area resulting from severe drought, flood, or other natural disaster, or (2) on acreage approved for double cropping (information as to such areas and the conditions under which such harvesting is permitted may be obtained from the county ASCS office). If there is unauthorized harvesting of a crop from the designated diverted acreage and it is determined that such harvesting was intentional or the result of gross negligence, the entire amount of payment to the operator and any other producer on the farm shall be forfeited or refunded: *Provided,* That such forfeiture or refund shall not apply to a producer (other than the operator) if it is determined that such producer did not cause, aid in, or benefit from, the harvesting of the crop. If there is unauthorized harvesting of a crop from the designated diverted acreage and it is determined that such harvesting was done under circumstances other than those specified in the preceding sentence, payments shall be forfeited or refunded by an amount determined by multiplying the number of acres from which a crop is harvested by the lowest minimum payment rate per acre established for the farm: *Provided,* That such forfeiture or refund shall apply first to the extent possible to payments to producers who cause, aid in, or benefit from, the harvesting of the crop, in the proportion in which they share in the payment to such producers. In addition, no grain or oilseed crop which matures in 1962 shall be harvested from the designated diverted acreage after December 31, 1962. If there is harvesting in violation of the provisions of the preceding sentence, the entire amount of payment for the farm shall be forfeited or refunded. For restrictions on the use of diverted acreage devoted to castor beans, guar, safflower, sunflower, or sesame in lieu of payment, see paragraph (d) of this section.

(c) *Restriction on grazing.* The designated diverted acreage shall not be grazed after May 1, 1962, and, on acreage approved for double cropping, none of the designated diverted acreage may be grazed during the entire year of 1962, except where the Secretary considers it necessary to permit the diverted acreage to be grazed in order to alleviate a shortage of forage for use in the area resulting from severe drought, flood, or other natural disaster. If there is unauthorized grazing of the designated diverted acreage and it is determined that such grazing was intentional or the result of gross negligence, the entire amount of payment to the operator and any other producer on the farm shall be forfeited or refunded: *Provided,* That such forfeiture or refund shall not apply to a producer (other than the operator) if it is determined that such producer did not cause, aid in, or benefit from, the grazing of the designated diverted acreage. If there is unauthorized grazing of the designated diverted acreage and it is determined that such grazing was done under circumstances other than those specified in the preceding sentence, payments shall be forfeited or refunded by an amount representing the value of the grazing on the diverted acreage: *Provided,* That such forfeiture or refund shall apply first to the extent possible to payments to producers who cause, aid in, or benefit from, the grazing in the proportion in which they share in the payment to such producers. If the grazing is determined to have no value, no forfeiture or adjustment of payment is required.

(d) *Restriction on use of crops planted in lieu of receiving payment.* Castor beans, guar, safflower, sunflower, or sesame planted on the diverted acreage in lieu of receiving payment under the program shall not be grazed, and violation of this provision shall render the acreage ineligible for designation as diverted acreage.

(e) *Use of land.* Measures normally carried out in the fall for the area in connection with the production of a crop for harvest in a subsequent year may be carried out on the diverted acreage in the fall of 1962. New orchards consisting of fruits or nut trees may be planted on diverted acreage provided other required conservation measures are carried out on such land.

(f) *Control of insects, weeds and rodents.* The county committee will prescribe measures and methods of application that are appropriate for the county in controlling insects, weeds and rodents on the diverted acreage if such measures are needed. If insects, weeds and rodents are not timely controlled in a manner satisfactory to and as required by the county committee, the designated diverted acreage shall, for purposes of determining the total diverted acreage on which payment is based under § 776.18, be deemed reduced by the number of acres on which insects, weeds and rodents are not controlled.

§ 776.8 Noncropland used for crops in 1962.

The number of acres of noncropland which is planted for harvest in 1962, excluding noncropland planted to perennial grasses and perennial legumes on which no nurse crop is harvested for grain or oilseed, shall be subtracted from the acreage otherwise eligible for payment to the extent that an equal acreage of cropland on the farm is not retired to permanent cover of trees, perennial grasses, or perennial legumes. Any acreage so retired to non-crop use shall not be eligible for designation as diverted acreage or considered as meeting the normal conserving acreage requirements for the farm in 1962.

§ 776.9 Use of normal conserving acreage in 1962.

(a) *Use of crops.* There are no restrictions on the use of crops produced on land used in meeting the normal conserving acreage requirements for the farm in 1962, except as follows:

(1) An acreage of small grains seeded alone and harvested for grain, hay or silage shall not be considered as devoted to an approved conservation use in 1962; however, an acreage of small grain seeded as a nurse crop with grass or legumes and cut green for hay or silage by a date well ahead of maturity of the grain as established for the area by the State committee, and in the case of wheat and barley, not later than the disposal date under the Wheat Marketing Quota Regulations, will be considered as meeting the normal conserving acreage requirements in 1962. An acreage of small grain used as a nurse crop and harvested for any purpose after such date shall not be considered as devoted to an approved conservation use in 1962.

(2) An acreage of annual grasses (including millet) and soybeans, cowpeas, field and canning peas and field and canning beans harvested as seed or grain, or for processing purposes shall not be considered as devoted to an approved conservation use in 1962.

(3) An acreage of barley, wheat or rice which is left standing as of the final disposition date, shall not be considered as devoted to an approved conservation use in 1962. The final disposition date for wheat and rice are set forth in the applicable marketing quota regulations. The disposition dates for barley shall be the same as the disposition dates established for wheat.

(b) *Use of land.* Measures normally carried out in the fall for the area in connection with the production of a crop for harvest in a subsequent year may be

carried out in the fall of 1962 on acreage used in meeting the normal conserving acreage requirements in 1962. New orchards consisting of fruits or nut trees may be planted on such acreage provided other required conservation measures are carried out on such land.

§ 776.10 Permitted acreage of wheat.

If the minimum diversion acreage is computed under provisions of § 776.5 (b) (2) (i), the actual acres of wheat planted on the farm for harvest in 1962 shall not exceed an acreage determined by subtracting the number of acres diverted from the highest actual acreage of wheat planted on the farm for harvest in any of the years 1959, 1960, or 1961. If the minimum diversion acreage is computed under the provisions of § 776.5 (b) (2) (ii), the actual acreage of wheat planted on the farm for harvest in 1962 shall not exceed an acreage determined by subtracting the number of acres diverted from the larger of (a) the acreage allotment for the 1962 crop of wheat which would be in effect except for the reduction thereof as provided in section 334(c) (2) of the Agricultural Adjustment Act of 1938, as amended, or (b) the highest actual acreage of wheat planted on the farm for harvest in any of the years 1959, 1960, or 1961, but not to exceed 15 acres: *Provided*, That the actual acreage of wheat shall in no event exceed the 1962 farm wheat acreage allotment. Notwithstanding the foregoing, in the case of any farm participating in the Conservation Reserve Program, the acreage of wheat and other soil bank base crops shall not exceed the acreage determined by subtracting the sum of the number of acres diverted from the production of wheat and the number of acres diverted from the production of feed grains from the acreage of soil bank base crops permitted under the conservation reserve contract.

NOTICE OF PAYMENT RATES—APPEALS

§ 776.11 Payment rates, productivity index, and county average yields.

(a) Payment rates used in computing advance and final payments shall be determined as provided in paragraph (b) of this section.

(b) The minimum acre payment rate for the farm shall be obtained by multiplying the productivity index for the farm by the minimum acre payment rate, as set forth in Supplement 1 to this program, for the county in which the farm is located. The minimum acre payment rate for the county has been obtained by multiplying 45 percent of the county average yield for wheat, as set forth in Supplement 1 to this program, by the basic county support rate for wheat. The additional acre payment rate for the farm shall be obtained by multiplying the productivity index for the farm by the payment rate, as set forth in Supplement 1 to this program, for the additional diversion acres for the county in which the farm is located. The additional acre payment rate for the county has been obtained by multiplying 60 percent of the county average yield for wheat, as set forth in Supplement 1 to this program, by the basic county support rate for wheat.

(c) The productivity indexes represent, as nearly as it is practicable to classify, the farm's relationship in productivity to the average of the farms in the county. In arriving at the productivity indexes for the farms, the county and community committees will take into consideration the relative production capabilities of the farm for wheat. Such productivity index shall reflect the relative production capabilities of the farm in a normal crop year under usual cultural practices with such adjustment as the committee considers proper to provide equitable treatment for the farm. In the event both irrigated and nonirrigated wheat are produced on the same farm, separate productivity indexes may be established for the acreages involved.

(d) The county acreage yield for wheat shall be the average yield per acre for the 1959 and 1960 crop acreages of the commodity in the county, adjusted in such amounts as may be deemed necessary to correct the abnormal factors affecting production, and to give due consideration to tillable acreage, crop-rotation practices, type of soil, soil and water conservation measures, and topography.

(e) To the extent that a producer proves the actual yields for the farm for the 1959 and 1960 crop years, such yields shall be used in establishing the productivity index.

(f) The rate of payment under the program with respect to land which is leased or rented on a cash-rent basis from the Federal, State, county, or local government, or subdivisions thereof, if such land is not otherwise ineligible for participation in the program, shall not exceed a fair payment rate as determined by the county committee. Such payment rate shall be the smaller of (1) the minimum acre payment rate for the farm, or (2) one-half the minimum acre payment rate plus the actual cash rent per acre of the land adjusted to take into account the quality of the acres actually diverted when compared with the total acres rented, and the services performed and improvements made at the producer's expense which are in addition to rent.

§ 776.12 Maximum diversion acreage.

The maximum number of acres which may be diverted on the farm from wheat for which payment may be received under this program shall be the larger of four times the amount diverted under § 776.5(b) or such acreage as will bring the total acreage diverted to 10 acres: *Provided*, That the total acreage diverted shall not exceed the larger of (a) the highest actual acreage of wheat planted on the farm for harvest for any of the years 1959, 1960, or 1961, but not to exceed 10 acres, or (b) the 1962 farm wheat acreage allotment. Notwithstanding the foregoing, in the case of a producer participating in the Conservation Reserve Program, the maximum number of acres which may be diverted from wheat and feed grains shall not exceed the acreage of soil bank base crops permitted under the conservation reserve contract.

§ 776.13 Notice of payment rates.

Each operator and owner of a farm for which an old 1962 wheat allotment is established or a farm without an allotment on which the highest actual acreage of wheat planted for harvest in any of the years 1959, 1960, and 1961 did not exceed 15 acres will be notified in writing of the minimum acre payment rate and the additional acre payment rate for wheat. Such notice will be on Form ASCS–648.

§ 776.14 Appeals.

(a) Any producer may request in writing reconsideration of the payment rates established for his farm if he believes that such payment rates were not correctly established as required under these regulations, or that such payment rates are inequitable as compared with the payment rates determined for similar farms. Such request must be submitted within 15 days from the date of mailing appearing on the Form ASCS–648. If dissatisfied with the decision of the county committee, the producer may appeal in writing to the State committee within 15 days from the date of mailing of the notice of the decision of the county committee. To the extent that a producer proves the actual yields for the farm for the 1959 and 1960 crop years, such yields shall be used in making the determinations. The determination of the State committee shall be final. If the producer fails to request reconsideration by the county committee or appeal from its decision as provided herein, the determination as provided in the Form ASCS–648 shall be final. Any request for reconsideration or appeal shall not operate to extend the applicable closing date for filing Form ASCS–654 in the program. Each appeal must be supported by a written statement of fact outlining the basis for the appeal. Nothing herein shall preclude the county committee or the State committee, on its own motion or on request at any time, from revising or requiring revision of a payment rate established for any farm to correct mechanical or clerical errors resulting from action solely on the part of a county or State committee representative.

(b) Except as otherwise provided in paragraph (a) of this section, a producer may request a reconsideration of any determination of a county or State committee concerning a question of fact or may appeal such determination in accordance with the provisions of this paragraph. The producer shall first request a reconsideration by the committee initially making the determination. If the producer is dissatisfied with a determination of the county committee with respect to his request for reconsideration, he may then appeal the determination to the State committee. If the producer is dissatisfied with a determination of the State committee (1) with respect to his appeal from the determination of the county committee, or (2) with respect to his request for recon-

sideration by the State committee, he may then appeal to the Deputy Administrator. The determination of the Deputy Administrator shall be final. Each request for reconsideration or appeal shall be in writing and shall be supported by a written statement of facts upon which it is based. Each request for reconsideration or appeal shall be filed with the committee or person to which it is made within 15 days after notice of the determination is mailed to or otherwise made available to the producer: *Provided,* That a request for reconsideration or appeal may be accepted and acted upon even though not filed within such time limit if, in the judgment of the committee or person to which such request for reconsideration or appeal is made, the circumstances warrant such action.

(c) In any request for reconsideration or appeal, the producer or his representative shall be afforded an opportunity to appear before the person or committee to which the request for reconsideration or appeal is made and present and submit written or oral evidence.

DETERMINATION AND DIVISION OF PAYMENTS

§ 776.15 Intention to participate in the program.

(a) *Who may file.* A Form ASCS–654 may be filed by the operator or the owner of any farm who wishes to participate in the program after he has received a Form ASCS–648 for the farm.

(b) *Where to file.* Such form shall be filed with the office of the county committee with jurisdiction over the county where the farm is located.

(c) *When to file.* Such form shall be filed not later than December 1, 1961, for fall-seeded wheat, and not later than the date established by the Administrator, ASCS, for spring-seeded wheat, except that in counties where wheat is both fall and spring seeded, such form may be filed not later than the closing date established for either fall or spring seeded wheat unles the State committee determines that only one sign-up period is practicable. Notwithstanding the foregoing, the closing date may be extended by the county committee if the producers on the farm establish to the satisfaction of the county committee that they intended to participate in the program and their failure to file by such date is due to a cause beyond their control. A producer may obtain the applicable closing date from the county office.

(d) *Contents.* The operator or owner shall provide in Form ASCS–654 the following information: The acreage which is intended to be diverted from the production of wheat for the farm for which the form is filed; the acreage, if any, of castor beans, guar, safflower, sunflower or sesame which is intended to be produced on the diverted acreage; and whether or not an advance payment is desired for the farm.

§ 776.16 Advance payment.

(a) *Who may apply.* Producers who intend to comply with the requirements of eligibility of the program may apply for an advance payment upon the filing of a Form ASCS–654 for the farm. There shall be listed the names of all persons on the farm who would have had an interest as producer in 1962 wheat had such crop been produced on the diverted acreage, together with the share of the advance payment that such person is to receive determined in accordance with paragraph (c) of this section. The sum of the total percentage shares so determined shall equal 100 percent.

(b) *Requirements.* Before an advance payment is made to a producer, he must agree to comply with the provisions of the 1962 Wheat Stabilization Program and that he will refund all or part of such payment to which he is not entitled under the program. In the event the farm does not comply with at least the minimum participation requirement, he must refund the entire advance payment with interest at the rate of six percent per annum from the issue date of the advance payment to the date it is refunded.

(c) *Amount of advance payment.* The total advance payment to be made on a farm shall be 50 percent of the result obtained by multiplying the acreage intended to be diverted from wheat by the minimum acre payment rate for wheat for the farm. Each producer's share of the advance payment for the farm shall be obtained by multiplying his percentage share of the payment as specified on Form ASCS–654 by the total advance payment for the farm.

§ 776.17 Determination of compliance.

(a) Determination with respect to the acreage planted to wheat and the designated diverted acreage shall be made by a representative of the county or State committee in accordance with the regulations governing Determination of Acreage and Performance, Part 718 of this chapter (22 F.R. 3747), as amended.

(b) Before final payments are made, producers on the farm shall be required to certify that they have complied with all requirements of such program. If the county committee has reason to question whether the normal conserving acreage for the farm has been devoted to an approved conservation use on the farm for 1962, or whether the producer has otherwise complied with the program, it shall take the necessary action to verify the facts.

(c) A representative of the county or State committee or any authorized representative of the Secretary shall have the right at any reasonable time to enter a farm, concerning which representations have been made on any forms filed under the program, in order to measure the acreage planted to wheat and the acreage which the operator designated as devoted to approved conservation use on the farm, to examine any records pertaining thereto, and otherwise to determine the accuracy of a producer's representations and the performance of his obligations under the program.

§ 776.18 Final payment.

Regulations prescribing the procedure for computation of the total payment earned for the farm will be published at a later date.

§ 776.19 Division of payment.

(a) Payments made under this program shall be divided in such a way that all eligible producers will share in the payments on a fair and equitable basis. The names of all persons on the farm who would have had an interest as producers in the 1962 crop of wheat had it been produced on the diverted acreage shall be entered in Part IV of Form ASCS–654 if an advance payment is requested by any such person. In order to determine the percentage share of the total earned payments, the names of all such producers on the farm shall be entered in Part III of Form ASCS–656. If all such producers agree to their respective percentage shares of the payment and certify that their shares of the payment are fair and equitable, the division of payment so determined shall be approved by a representative of the county committee subject to the provisions of §§ 776.20 and 776.21.

(b) The following factors should be given consideration in arriving at the division of payment:

(1) The basis on which producers would have shared in the production of wheat had wheat been produced on the diverted acreage;

(2) The savings or benefits accruing to each producer on the diverted acreage;

(3) The respective contributions of each producer to the establishment and maintenance of the conservation use on the acreage designated as diverted from production; and

(4) The respective relationship of the diverted acreage and increased conservation acreage to the various ownership tracts comprising a farm.

(c) In those cases where a person who would have had an interest as a producer in wheat had such crop been produced on the diverted acreage refuses or fails to sign an application for payment, the share of the payment to which he would otherwise be entitled shall be shown on Form ASCS–654 and Form ASCS–656. Payment shall not be made for the farm until the sum of the percentage shares equals 100 percent.

(d) If producers whose names are listed on Form ASCS–654 and Form ASCS–656 cannot agree on the division of the payment among eligible producers on the farm, the county committee will determine the sharing of payments among such producers on a fair and equitable basis based on the factors provided in this section. Payments of amounts so determined shall be made to eligible producers upon their request.

§ 776.20 Additional provisions and requirements relative to tenants and sharecroppers.

(a) No Form ASCS–654 or Form ASCS–656 shall be approved by the county committee or payments made for any individual farm if the county committee determines:

(1) That the landlord or operator has not afforded his tenants and sharecroppers, if any, an opportunity to participate in the program.

(2) That the landlord or operator has, in anticipation or because of participation in the program, reduced the number of tenants and sharecroppers on the farm (if a tenant or sharecropper leaves the farm voluntarily, or for some reason other than being forced off the farm by the landlord or operator in anticipation or because of participating in the program, the failure to replace such tenant or sharecropper shall not be considered as a reduction in anticipation or because of participating in the program).

(3) That there exists between the operator or landlord and any tenant or sharecropper any lease, contract, agreement or understanding unfairly exacted or required by the operator or landlord which was entered into in anticipation of participating in the program, the effect of which is:

(i) To force the tenant or sharecropper to pay over to the landlord or operator any payment earned by him under the program;

(ii) To change the status of any tenant or sharecropper so as to deprive him of any payment or right which he would otherwise have had under the program;

(iii) To reduce the size of the tenant's or sharecropper's producer unit; or

(iv) To increase the rent to be paid by the tenant or decrease the share of the crop or its proceeds to be received by the sharecropper.

(4) That any other scheme or device has been adopted for the purpose of depriving any tenant or sharecropper of the payment to which he would otherwise be entitled to receive under this program.

(b) If prior to making an advance payment, the county committee determines that the Form ASCS–654 has been improperly prepared, it shall not approve the application for payment. The producers will be afforded an opportunity to agree mutually to a proper division of payments in accordance with the factors specified in § 776.19. If the producers cannot agree to a proper division of payment, the county committee shall determine the division of payments among eligible producers on the farm on a fair and equitable basis in accordance with such factors specified in § 776.19.

(c) If the county committee determines after affording the producers on a farm an opportunity to present evidence that any payment which it has made has been improperly divided among the eligible producers for the reasons specified in paragraph (a) of this section, the county committee shall determine the sharing of payments to be made among the eligible producers on the farm on a fair and equitable basis in accordance with the factors specified in § 776.19. Persons shall refund to the county committee any payment received to which they are not entitled. In the event of fraud, the person involved shall be subject to the provisions of § 776.22.

§ 776.21 Successors-in-interest.

(a) In case of the death, incompetency, or disappearance of any producer who is entitled to a payment under this program, the payment due him shall be made to his successor, as determined in accordance with provisions of the regulations in ACP 122, as amended, issued by the Secretary (Part 1108 of this title), or any amendments thereto, for payments made pursuant to section 8 of the Soil Conservation and Domestic Allotment Act, as amended.

(b) When any person who would have had an interest as producer (herein called "predecessor") in wheat if it had been produced on the diverted acreage leaves the farm after Form ASCS–654 has been filed and has been succeeded on the farm by another producer (herein called "successor") whose name is listed in Part V of Form ASCS–656, their share of the advance and final payment shall be divided on such basis as the predecessor and successor agree is fair and equitable. If such persons are unable to agree to a division of their payments, the county committee shall determine the division taking into consideration the following, among other factors it deems pertinent:

(1) The respective interests which the predecessor and successor would have had in wheat if it had been produced on the diverted acreage;

(2) The respective contributions to the diversion in acreage which have been made by the predecessor and by the successor; and

(3) The respective contributions of the predecessor and successor to the establishment and maintenance of the conservation uses on the additional acreage devoted to soil conserving crops in 1962.

(c) Notwithstanding the foregoing, if a tenant or sharecropper who would have had an interest in wheat if it had been produced on the diverted acreage leaves a farm after Form ASCS–654 has been filed for the farm, but before the final payment has been made and is not succeeded on the farm by another person, his name shall be included on Parts III and IV of Form ASCS–656 and the division of payment to which he is entitled shall be determined as provided in § 776.19.

§ 776.22 Scheme or device and fraudulent representation.

(a) A producer who is determined by the State committee, or the county committee with the approval of the State committee, to have adoped any scheme or device which tends to defeat the purposes of this program shall not be entitled to receive a payment under the program and shall refund any payment received by him.

(b) The making of a fraudulent representation by a person in the payment documents or otherwise for the purpose of obtaining a payment from the county committee shall render the person liable, aside from any additional liability under criminal and civil frauds statutes, for a refund of the payments received by him with respect to which the fraudulent representation was made.

§ 776.23 Reconstitution of farms.

(a) Reconstitution of farms shall be in accordance with the regulations governing reconstitutions of farms, farm allotments and farm history and soil bank base acreages (Part 719 of this chapter, 23 F.R. 6731) and any amendments thereto. If, under such regulations, two or more farms as constituted at the time a productivity index was established are combined into one farm, or if one farm as constituted at such time is later divided into two or more farms, a productivity index for such farms will be determined by the county committee in accordance with § 776.11.

(b) The productivity index established for a combined farm shall not exceed the weighted average of the indexes established for the component parts. When a parent farm is divided into two or more parts, the weighted average of the productivity indexes established for the component parts shall not exceed the productivity index established for the farm prior to being divided. The normal conserving acreages shall be credited to the reconstituted farm(s) by the county committee in a fair and equitable manner.

(c) Notwithstanding the foregoing provisions of this section, a farm shall not be reconstituted for the purpose of this program after the final date for filing Form ASCS–654 in the county, unless the farm(s) was not properly constituted as of such date. In such event, a corrected Form(s) ASCS–654 may be prepared for the farm(s) as properly constituted even though this action is necessary after the closing date.

§ 776.24 Provision for handling exceptional cases.

Where a producer, in reasonable reliance upon any instruction or commitment of any member, employee, or representative of a county or State committee, in good faith, substantially performs under the program, the Deputy Administrator may review the requirements of any provision of the regulations in this subpart and if, in his judgment, relief from the requirements of such provision is justified under all the circumstances of the case to permit a proper disposition thereof, allow payment for such substantial performance in an amount not to exceed the amount which would have been due for the required performance, provided such action is not prohibited by statute.

§ 776.25 Delegation of authority.

No delegation herein to a State or county committee shall preclude the Administrator, ASCS, or his designee, from determining any question arising under the program or from reversing or modifying any determination made by a State or county committee.

Issued at Washington, D.C., on 24th day of November 1961.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 61–11405; Filed, Nov. 30, 1961; 8:51 a.m.]

Title 12—BANKS AND BANKING

Chapter I—Bureau of the Comptroller of the Currency, Department of the Treasury

PART 4—PROCEDURES

Applications Received by Comptroller of the Currency

1. Effective December 1, 1961, Part 4 is amended by adding a new § 4.8a. Section 4.8a shall read as follows:

§ 4.8a Procedures applicable to applications received by the Comptroller of the Currency.

(a) This section shall apply to applications for approval by the Comptroller of the Currency of new charters, branches, mergers, consolidations, purchases of assets, assumptions of liabilities, change of name or location, and conversions from state to national banks. Notice of all such applications received shall be published weekly in a Bulletin issued by the Comptroller of the Currency.

(b) With respect to any such application or any aspect thereof, the comptroller of the Currency, in his sole discretion, either upon request of any interested person or otherwise, may order a public hearing. Public hearings ordered by the Comptroller shall be held at the time and place fixed by him, and shall be conducted by the Comptroller, a Deputy Comptroller, or such other person as the Comptroller may designate. At any such hearing, any interested person may be permitted to submit any testimony, evidence, data or other material pertinent to the pending application. The officer conducting the hearing shall have authority to determine who may appear, the order of appearance, what testimony, evidence, data, or other material offered by any person shall be received, and all other procedural matters arising during the course of, or otherwise in connection with, any hearing.

(c) No person shall be deemed to have become a party to any matter pending before the Comptroller solely because of being permitted to appear or to submit testimony, evidence, data or other material at a hearing held pursuant to this section.

(d) Hearings ordered by the Comptroller pursuant to this section are not required by statute and shall not be subject to the provisions of the Administrative Procedure Act. Nothing in this section shall be deemed to require the holding of a hearing on any matter subject to the jurisdiction of the Comptroller, nor shall the validity of the Comptroller's decision on any such matter be affected because a hearing was not held, whether or not such a hearing was requested by any person, nor by the procedures adopted at any such hearing.

(e) Decisions of the Comptroller on all matters committed by law to his discretion shall be made on the basis of information developed by him through investigation, hearings, or otherwise, and in the light of national aims and policy. All such decisions of the Comptroller shall be final and binding on all persons.

(f) All decisions of the Comptroller on applications subject to the provisions of this section shall be published weekly in a Bulletin issued by the Comptroller of the Currency.

2. The purpose of this amendment is to inform the public with respect to procedures followed by the Comptroller of the Currency with respect to applications of the type referred to herein. Notice, public participation, and deferred effective date are not required for statement of procedures, and therefore were not provided in connection with the adoption of these amendments.

Dated: November 28, 1961.

[SEAL] JAMES J. SAXON,
Comptroller of the Currency.

[F.R. Doc. 61-11411; Filed, Nov. 30, 1961; 8:52 a.m.]

Title 13—BUSINESS CREDIT AND ASSISTANCE

Chapter I—Small Business Administration

[Amdt. 1 (Rev. 2)]

PART 122—BUSINESS LOANS

Interest Rates

The Small Business Administration Business Loan Regulation (23 F.R. 10520) as amended (26 F.R. 4192, 5175, 5956, and 8169) is hereby further amended by deleting Amendment 1 (Revision 1) to §§ 122.7-4, 122.7-5, and 122.7-6 in its entirety and substituting the following in lieu thereof:

§ 122.7-4 Deferred participation loans.

Deferred participation loans are those in which a bank or other private credit institution advances the capital needed, and SBA agrees to purchase, upon demand by lending institution, an agreed portion of the unpaid balance. SBA's participation in a deferred participation loan is limited to a maximum of 90 percent of the amount of the approved loan. In such loans, SBA makes a charge to the lending institution based on a sliding scale, depending upon the percentage of the loan which it is obligated to purchase. The participation charges, which shall not be borne by the borrower, are as follows: (a) For an amount not in excess of 50 percent of the loan, ½ percent per annum on the portion of the loan which SBA is obligated to purchase; (b) for an amount in excess of 50 percent of the loan, but not in excess of 75 percent of the loan, ¾ percent per annum on the portion of the loan which SBA is obligated to purchase; and (c) for an amount in excess of 75 percent of the loan, but not in excess of 90 percent of the loan, 1 percent on the portion of the loan which SBA is obligated to purchase. After SBA has purchased its share of the loan, the interest on SBA's share will not exceed 5½ percent per annum. The participating institution may establish the interest rate on the loan, provided it is legal and reasonable. If the participating institution establishes a rate of interest less than 5½ percent, SBA will initially adopt the lower rate on its share provided it is not less than 5 percent per annum: *Provided, however,* That the interest rate on SBA's share of loans approved or disbursed subsequent to September 14, 1961 shall be 4 percent per annum, if, at the time of approval or initial disbursement, the small business concern agrees or has agreed to use the proceeds of the loan in the operation or establishment of its business located or to be located in either;

(1) A Redevelopment Area designated in accordance with the Area Redevelopment Act (Public Law 87-27), or

(2) An Area of Substantial Unemployment or an Area of Substantial and Persistent Unemployment as classified by the Department of Labor and listed in its publication "Area Labor Market Trends" continuously from the month of September 1961 until approval or initial disbursement of the loan.

Loans approved prior to September 15, 1961 (but not initially disbursed prior thereto) authorizing interest at the rate of 4 percent per annum on SBA's share of the loan in accordance with the provisions of § 122.7-4 as published in Amendment 1, Revision 1 of this part (26 F.R. 5175, June 9, 1961) shall not be affected by the provisions of this section.

§ 122.7-5 Immediate participation loans.

Immediate participation loans are those where either SBA or the private lending institution agrees to purchase from the other, immediately upon disbursement, an agreed percentage on each disbursement. SBA's participation in an immediate participation loan is limited to a maximum of 90 percent of the amount of the approved loan. Interest on the portion of the loan purchased by SBA shall not exceed 5½ percent per annum. The participating institution may establish the interest rate on its portion provided it is legal and reasonable. If the participating institution initially establishes a rate of interest less than 5½ percent, SBA will adopt the lower rate on its share provided it is not less than 5 percent per annum. An immediate participation loan may not be made if a deferred participation is available. *Provided however,* That the interest rate on SBA's share of loans approved or disbursed subsequent to September 14, 1961, shall be 4 percent per annum if, at the time of approval or initial disbursement, the small business concern agrees or has agreed to use the proceeds of the loan in the operation or establishment of its business located or to be located in either:

(a) A Redevelopment Area designated in accordance with the Area Redevelopment Act (Public Law 87-27), or

(b) An Area of Substantial Unemployment or an Area of Substantial and Persistent Unemployment as classified by the Department of Labor and listed in its publication "Area Labor Market Trends" continuously from the month of September 1961 until approval or initial disbursement of the loan.

Loans approved prior to September 15, 1961 (but not initially disbursed prior thereto) authorizing interest at the rate

of 4 percent per annum on SBA's share of the loan in accordance with the provisions of § 122.7–5 as published in Amendment 1, Revision 1, of this part (26 F.R. 5175, June 9, 1961) shall not be affected by the provisions of this section.

§ 122.7–6 Direct loans.

Direct loans are those made wholly and directly by SBA to the borrower when no participation by a lending institution is available. Interest on direct loans will be charged at the rate of 5½ percent per annum: *Provided, however,* That the interest rate on SBA loans approved or disbursed subsequent to September 14, 1961 shall be 4 percent per annum, if, at the time of approval or initial disbursement, the small business concern agrees or has agreed to use the proceeds of the loan in the operation or establishment of its business located or to be located in either:

(a) A Redevelopment Area designated in accordance with the Area Redevelopment Act (Public Law 87–27), or

(b) An Area of Substantial Unemployment or an Area of Substantial and Persistent Unemployment as classified by the Department of Labor and listed in its publication "Area Labor Market Trends" continuously from the month of September 1961 until approval or initial disbursement of the loan.

Loans approved prior to September 15, 1961 (but not initially disbursed prior thereto) authorizing interest at the rate of 4 percent per annum in accordance with the provisions of § 122.7–6 as published in Amendment 1, Revision 1, of this part (26 F.R. 5175, June 9, 1961) shall not be affected by the provisions of this section.

The effective date of this amendment shall be September 15, 1961.

JOHN E. HORNE,
Administrator.

[F.R. Doc. 61–11372; Filed, Nov. 30, 1961; 8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Reg. Docket No. 152; Amdt. 40–32; Supp. 34]

PART 40—SCHEDULED INTERSTATE AIR CARRIER CERTIFICATION AND OPERATION RULES

Carriage of Cargo in Passenger Compartments

The currently effective provisions of § 40.153 of the Civil Air Regulations govern the carriage of cargo in the passenger compartment of an air carrier airplane. This section provides, in part, that cargo shall not be carried aft of seated passengers. The intent of this provision was to safeguard passengers from any possible injury which could be caused by the shifting forward of cargo in the event the airplane was involved in a survivable crash involving high deceleration forces. The present rule, however, does not recognize that this desired safeguard could be accomplished equally well by the incorporation of suitable methods of cargo stowage designed to prevent the shifting of cargo in accidents of this nature.

As a result of a request from the air carrier industry to permit the carriage of cargo in the passenger compartment in cargo bins specifically designed for this purpose, the Federal Aviation Agency issued a notice of proposed rule making which was published in the FEDERAL REGISTER (24 F.R. 8302) and circulated as Civil Air Regulations Draft Release No. 59–15 dated October 6, 1959, and titled "Carriage of Cargo in Passenger Compartments." This notice proposed to amend Parts 40, 41, and 42 of the Civil Air Regulations to authorize the carriage of cargo in the passenger compartment without regard to its location with respect to seated passengers; *Provided:*

(a) The cargo is carried in approved bins which meet the strength and other safety provisions applicable to cargo and passenger compartments prescribed in Part 4b or other airworthiness part under which the airplane is type certificated, and

(b) The combined weight of the cargo and the approved bin or compartment does not exceed 35 percent of the load used in determining the design conditions for the structure (bin) involved.

It was also proposed in Draft Release 59–15 to continue the authorization to carry cargo forward of seated passengers in the passenger compartment under practically the same provisions as are presently in effect. However, one additional requirement was proposed to be incorporated into the current provision. This requirement was that cargo not carried in approved containers or compartments must be secured by tiedowns possessing sufficient strength to eliminate the possibility of shifting under emergency landing conditions.

The comments received in response to the draft release were for the most part favorable and they reflected endorsement of the principles of the proposal. However, definite opposition was expressed in the comments with regard to the requirement that tiedowns for cargo not carried in approved bins or compartments shall possess sufficient strength to withstand the inertia forces of an emergency landing condition. It was contended that to modify the existing rules by the addition of this requirement would prevent an operational practice which has been utilized for a number of years without adversely affecting safety. Therefore, in view of these comments, and since it was not the intent of the proposal to materially change the existing rule but only to provide additional means of safely carrying cargo in the passenger compartment, the final rule does not contain this requirement.

It will be noted that the final rule sets forth specific minimum requirements which a cargo bin must meet to be "approved" by a representative of the Administrator. Draft Release 59–15 contained notice of the Federal Aviation Agency's intention to require the use of "approved" cargo bins but did not specify the exact requirements for the "approval." The substance of the proposed rule on cargo bin specifications provided that the cargo bin would be required to meet the strength and other safety provisions of Part 4b or other appropriate part under which the airplane is type certificated, and that the bin would be considered as an item of mass for inertia force computations. After further study of these provisions it has been determined that the incorporation into the rule of specific minimum requirements for cargo bins would provide guidance to the industry and eliminate the need for additional directives by the Federal Aviation Agency on this subject. Accordingly, the final rule specifies the minimum requirements which such cargo bins must meet.

It will also be noted that this amendment deletes § 40.153–1, since the material covered by that section is either incorporated in § 40.153, or is no longer applicable.

Interested persons have been afforded an opportunity to participate in the making of this regulation (24 F.R. 8302), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, Part 40 of the Civil Air Regulations (14 CFR Part 40, as amended) is hereby amended to read as follows, effective January 2, 1962:

1. By amending § 40.153 to read as follows:

§ 40.153 Carriage of cargo in passenger compartments.

Cargo shall not be carried in passenger compartments except as provided in either paragraph (a) or (b) of this section.

(a) Cargo carried aft of the foremost seated passengers shall be carried in an approved cargo bin. Approved cargo bins shall meet the minimum requirements of subparagraphs (1) through (7) of this paragraph.

(1) The cargo bins shall be constructed to withstand the ultimate inertia forces (ultimate load forces if appropriate) applicable to the construction of the passenger seats in the airplane in which the bins are to be installed multiplied by a factor of 1.15. The combined weight of the bin and the maximum weight of cargo to be carried in the bin shall be used to determine this strength.

(2) Each bin shall be placarded with the maximum weight permitted to be carried in the bin.

(3) Cargo bins shall be constructed no higher than the height of the passenger seats installed on the airplane in which the bin is to be used.

(4) Each bin shall be secured to the seat tracks or otherwise attached to the floor structure in such a manner that its attachments will withstand the same forces that the attachments of the passenger seats in the airplane are required to withstand.

(5) Each bin shall be located in the passenger compartment so as not to restrict access to or use of any emergency or regular exit, or restrict the use of the aisle in the passenger compartment.

(6) Each bin shall be fully enclosed and constructed of material which is at least flame resistant.

(7) Each bin shall be provided with suitable safeguards within the bin to prevent the cargo from being displaced under emergency landing conditions.

(b) Cargo carried forward of the foremost seated passengers shall be carried either in approved cargo bins as specified in paragraph (a) of this section, or in accordance with the following requirements:

(1) It shall be properly secured by means of safety belts or other tiedowns possessing sufficient strength to eliminate the possibility of shifting under all normally anticipated flight and ground conditions;

(2) It shall be packaged or covered in a manner to avoid possible injury to passengers;

(3) It shall not impose any load on seats or floor structure which exceed the structural load limitation for those components;

(4) It shall not be loaded in any position which restricts the access to or use of any required emergency or regular exit or the use of the aisle in the passenger compartment; and

(5) It shall not be loaded in any position which obscures the passengers' view of the "seat belt" and "no smoking" signs, unless an auxiliary sign or some other means for proper notification of passengers is provided.

§ 40.153–1 [Deletion]

2. By deleting § 40.153–1.

(Secs. 313(a), 601, 604, 605; 72 Stat. 752, 775, 778; 49 U.S.C. 1354(a), 1421, 1424, 1425)

Issued in Washington, D.C., on November 27, 1961.

DAVID D. THOMAS,
Acting Administrator.

[F.R. Doc. 61–11398; Filed, Nov. 30, 1961; 8:50 a.m.]

[Reg. Docket No. 152; Amdt. 41–40]

PART 41—CERTIFICATION AND OPERATION RULES FOR SCHEDULED AIR CARRIER OPERATIONS OUTSIDE THE CONTINENTAL LIMITS OF THE UNITED STATES

Carriage of Cargo in Passenger Compartments

The currently effective provisions of Part 41 of the Civil Air Regulations do not provide for the carriage of cargo in the passenger compartment of an air carrier aircraft. However, the operations specifications issued to the air carriers certificated to operate under this part do authorize such carriage, subject to certain restrictions. They provide in part that cargo shall not be carried aft of seated passengers. The intent of this restriction was to safeguard passengers from any possible injury which could be caused by the shifting forward of cargo in the event the aircraft was involved in a survivable crash involving high deceleration forces. The present authorization does not recognize that this desired safeguard could be accomplished equally well by the incorporation of suitable methods of cargo stowage designed to prevent the shifting of cargo in accidents of this nature.

As a result of a request from the air carrier industry to permit the carriage of cargo in the passenger compartment in cargo bins specifically designed for this purpose, the Federal Aviation Agency issued a notice of proposed rule making which was published in the FEDERAL REGISTER (24 F.R. 8302) and circulated as Civil Air Regulations Draft Release No. 59–15 dated October 6, 1959, and titled "Carriage of Cargo in Passenger Compartments." This notice proposed to amend Parts 40, 41, and 42 of the Civil Air Regulations to authorize the carriage of cargo in the passenger compartment without regard to its location with respect to seated passengers, provided:

(a) The cargo is carried in approved bins which meet the strength and other safety provisions applicable to cargo and passenger compartments prescribed in Part 4b or other airworthiness part under which the aircraft is type certificated, and

(b) The combined weight of the cargo and the approved bin or compartment does not exceed 85 percent of the load used in determining the design conditions for the structure (bin) involved.

It was also proposed in Draft Release 59–15 to continue the authorization to carry cargo forward of seated passengers in the passenger compartment under practically the same provisions as are currently in effect. However, one additional requirement was proposed to be incorporated into the current provision. This requirement was that cargo not carried in approved containers or compartments must be secured by tiedowns possessing sufficient strength to eliminate the possibility of shifting under emergency landing conditions.

The comments received in response to the draft release were for the most part favorable and they reflected endorsement of the principles of the proposal. However, definite opposition was expressed in the comments with regard to the requirement that tiedown for cargo not carried in approved bins or compartments shall possess sufficient strength to withstand the inertia forces of an emergency landing condition. It was contended that to modify the existing authorization by the addition of this requirement would prevent an operational practice which has been utilized for a number of years without adversely affecting safety. Therefore, in view of these comments, and since it was not the intent of the proposal to materially change the existing authorization but only to provide additional means of safely carrying cargo in the passenger compartment, the final rule does not contain this requirement.

It will be noted that the final rule sets forth specific minimum requirements which a cargo bin must meet to be "approved" by a representative of the Administrator. Draft Release 59–15 contained notice of the Federal Aviation Agency's intention to require the use of "approved" cargo bins but did not specify the exact requirements for the "approval." The substance of the proposed rule on cargo bin specifications provided that the cargo bin would be required to meet the strength and other safety provisions of Part 4b or other appropriate part under which the aircraft is type certificated, and that the bin would be considered as an item of mass for inertia force computations. After further study of these provisions it has been determined that the incorporation into the rule of specific minimum requirements for cargo bins would provide guidance to the industry and eliminate the need for additional directives by the Federal Aviation Agency on this subject. Accordingly, the final rule specifies the minimum requirements which such cargo bins must meet.

Interested persons have been afforded an opportunity to participate in the making of this regulation (24 F.R. 8302), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, Part 41 of the Civil Air Regulations (14 CFR Part 41, as amended) is hereby amended by adding a new § 41.136 to read as follows, effective January 2, 1962.

§ 41.136 Carriage of cargo in passenger compartments.

Cargo shall not be carried in the passenger compartment except as provided in either paragraph (a) or (b) of this section.

(a) Cargo carried aft of the foremost seated passengers shall be carried in an approved cargo bin. Approved cargo bins shall meet the minimum requirements of subparagraphs (1) through (7) of this paragraph.

(1) The cargo bin shall be constructed to withstand the ultimate inertia forces (ultimate load forces if appropriate) applicable to the construction of the passenger seats in the airplane in which the bins are to be installed multiplied by a factor of 1.15. The combined weight of the bin and the maximum weight of cargo to be carried in the bin shall be used to determine this strength.

(2) Each bin shall be placarded with the maximum weight permitted to be carried in the bin.

(3) Cargo bins shall be constructed no higher than the height of the passenger seats installed on the aircraft in which the bin is to be used.

(4) Each bin shall be secured to the seat tracks or otherwise attached to the floor structure in such a manner that its attachments will withstand the same forces that the attachments of the passenger seats in the airplane are required to withstand.

(5) Each bin shall be located in the passenger compartment so as not to restrict access to or use of any emergency or regular exit, or restrict the use of the aisle in the passenger compartment.

(6) Each bin shall be fully enclosed and constructed of material which is at least flame resistant.

(7) Each bin shall be provided with suitable safeguards within the bin to prevent the cargo from being displaced under emergency landing conditions.

(b) Cargo carried forward of the foremost seated passengers shall be carried either in approved cargo bins as specified in paragraph (a) of this section, or in accordance with the following requirements:

(1) It shall be properly secured by means of safety belts or other tie-downs possessing sufficient strength to eliminate the possibility of shifting under all normally anticipated flight and ground conditions;

(2) It shall be packaged or covered in a manner to avoid possible injury to passengers;

(3) It shall not impose any load on seats or floor structure which exceed the structural load limitation for those components;

(4) It shall not be loaded in any position which restricts the access to or use of any required emergency or regular exit or the use of the aisle in the passenger compartment; and

(5) It shall not be loaded in any position which obscures the passengers' view of the "seat belt" and "no smoking" signs, unless an auxiliary sign or some other means for proper notification of passengers is provided.

(Secs. 313(a), 601, 604, 605, 72 Stat. 752, 775, 778; 49 U.S.C. 1354(a), 1421, 1424, 1425)

Issued in Washington, D.C., on November 27, 1961.

DAVID D. THOMAS,
Acting Administrator.

[F.R. Doc. 61-11399; Filed, Nov. 30, 1961; 8:50 a.m.]

[Reg. Docket No. 152; Amdt. 42-35]

PART 42—IRREGULAR AIR CARRIER AND OFF-ROUTE RULES

Carriage of Cargo in Passenger Compartments

The currently effective provisions of Part 42 of the Civil Air Regulations do not provide for the carriage of cargo in the passenger compartment of an air carrier aircraft. However, the operations specifications issued to the air carriers certificated to operate under this part do authorize such carriage, subject to certain restrictions. They provide in part that cargo shall not be carried aft of seated passengers. The intent of this restriction was to safeguard passengers from any possible injury which could be caused by the shifting forward of cargo in the event the aircraft was involved in a survivable crash involving high deceleration forces. The present authorization does not recognize that this desired safeguard could be accomplished equally well by the incorporation of suitable methods of cargo stowage designed to prevent the shifting of cargo in accidents of this nature.

As a result of a request from the air carrier industry to permit the carriage of cargo in the passenger compartment in cargo bins specifically designed for this purpose, the Federal Aviation Agency issued a notice of proposed rule making which was published in the FEDERAL REGISTER (24 F.R. 8302) and circulated as Civil Air Regulations Draft Release No. 59-15 dated October 6, 1959, and titled "Carriage of Cargo in Passenger Compartments." This draft release proposed to amend Parts 40, 41, and 42 of the Civil Air Regulations to authorize the carriage of cargo in the passenger compartment without regard to its location with respect to seated passengers: *Provided:*

(a) The cargo is carried in approved bins which meet the strength and other safety provisions applicable to cargo and passenger compartments prescribed in Part 4b or other airworthiness part under which the aircraft is type certificated, and

(b) The combined weight of the cargo and the approved bin or compartment does not exceed 85 percent of the load used in determining the design conditions for the structure (bin) involved.

It was also proposed in Draft Release 59-15 to continue the authorization to carry cargo forward of seated passengers in the passenger compartment under practically the same provisions as are currently in effect. However, one additional requirement was proposed to be incorporated into the current provision. This requirement was that cargo not carried in approved containers or compartments must be secured by tiedowns possessing sufficient strength to eliminate the possibility of shifting under emergency landing conditions.

The comments received in response to the draft release were for the most part favorable and they reflected endorsement of the principles of the proposal. However, definite opposition was expressed in the comments with regard to the requirement that tiedowns for cargo not carried in approved bins or compartments shall possess sufficient strength to withstand the inertia forces of an emergency landing condition. It was contended that to modify the existing authorization by the addition of this requirement would prevent an operational practice which has been utilized for a number of years without adversely affecting safety. Therefore, in view of these comments, and since it was not the intent of the proposal to materially change the existing authorization but only to provide additional means of safely carrying cargo in the passenger compartment, the final rule does not contain this requirement.

It will be noted that the final rule sets forth specific minimum requirements which a cargo bin must meet to be "approved" by a representative of the Administrator. Draft Release 59-15 contained notice of the Federal Aviation Agency's intention to require the use of "approved" cargo bins but did not specify the exact requirements for the "approval." The substance of the proposed rule on cargo bin specifications provided that the cargo bin would be required to meet the strength and other safety provisions of Part 4b or other appropriate part under which the aircraft is type certificated, and that the bin would be considered as an item of mass for inertia force computations. After further study of these provisions it has been determined that the incorporation into the rule of specific minimum requirements for cargo bins would provide guidance to the industry and eliminate the need for additional directives by the Federal Aviation Agency on this subject. Accordingly, the final rule specifies the minimum requirements which such cargo bins must meet.

Interested persons have been afforded an opportunity to participate in the making of this regulation (24 F.R. 8302), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, Part 42 of the Civil Air Regulations (14 CFR Part 42, as amended) is hereby amended by adding a new § 42.66 to read as follows, effective January 2, 1962:

§ 42.66 Carriage of cargo in passenger compartments.

Cargo shall not be carried in the passenger compartment except as provided in either paragraph (a) or (b) of this section.

(a) Cargo carried aft of the foremost seated passengers shall be carried in an approved cargo bin. Approved cargo bins shall meet the minimum requirements of subparagraphs (1) through (7) of this paragraph.

(1) The cargo bin shall be constructed to withstand the ultimate inertia forces (ultimate load forces if appropriate) applicable to the construction of the passenger seats in the airplane in which the bins are to be installed multiplied by a factor of 1.15. The combined weight of the bin and the maximum weight of cargo to be carried in the bin shall be used to determine this strength.

(2) Each bin shall be placarded with the maximum weight permitted to be carried in the bin.

(3) Cargo bins shall be constructed no higher than the height of the passenger seats installed on the aircraft in which the bin is to be used.

(4) Each bin shall be secured to the seat tracks or otherwise attached to the floor structure in such a manner that its attachments will withstand the same forces that the attachments of the passenger seats in the airplane are required to withstand.

(5) Each bin shall be located in the passenger compartment so as not to restrict access to or use of any emergency or regular exit, or restrict the use of the aisle in the passenger compartment.

(6) Each bin shall be fully enclosed and constructed of material which is at least flame resistant.

(7) Each bin shall be provided with suitable safeguards within the bin to prevent the cargo from being displaced under emergency landing conditions.

(b) Cargo carried forward of the foremost seated passengers shall be carried either in approved cargo bins as specified in paragraph (a) of this section, or in accordance with the following requirements:

(1) It shall be properly secured by means of safety belts or other tiedowns possessing sufficient strength to eliminate the possibility of shifting under all normally anticipated flight and ground conditions;

(2) It shall be packaged or covered in a manner to avoid possible injury to passengers;

(3) It shall not impose any load on seats or floor structure which exceed the structural load limitations for those components;

(4) It shall not be loaded in any position which restricts the access to or use of any required emergency or regular exit or the use of the aisle in the passenger compartment; and

(5) It shall not be loaded in any position which obscures the passengers' view of the "seat belt" and "no smoking" signs, unless an auxiliary sign or some other means for proper notification of passengers is provided.

(Secs. 313(a), 601, 604, 605, 72 Stat. 752, 775, 778; 49 U.S.C. 1354(a), 1421, 1424, 1425)

Issued in Washington, D.C., on November 27, 1961.

DAVID D. THOMAS,
Acting Administrator.

[F.R. Doc. 61-11400; Filed, Nov. 30, 1961; 8:50 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 61-NY-29]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

Cleveland, Ohio, to United States-Canadian Border

On August 29, 1961, a notice of proposed rule making was published in the FEDERAL REGISTER (26 F.R. 8076) stating that the Federal Aviation Agency proposed to designate intermediate altitude VOR Federal airway No. 1749 as a 10-mile wide airway from the Cleveland, Ohio, VOR via the Cleveland VOR 024° True radial to the United States-Canadian border.

No adverse comments were received regarding the proposed amendment.

Interested persons have been afforded an opportunity to participate in the making of the rule herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendment having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated in the notice, Part 600 (14 CFR Part 600) is amended by adding the following:

§ 600.1749 VOR Federal airway No. 1749 (Cleveland, Ohio, to the United States-Canadian border).

From the Cleveland, Ohio, VOR; 10-mile wide airway via the Cleveland VOR 024° radial to the United States-Canadian border.

This amendment shall become effective 0001 e.s.t., January 11, 1962.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on November 27, 1961.

LEE E. WARREN,
Acting Director, Air Traffic Service.

[F.R. Doc. 61-11391; Filed, Nov. 30, 1961; 8:49 a.m.]

Title 15—COMMERCE AND FOREIGN TRADE

Chapter II—National Bureau of Standards, Department of Commerce

SUBCHAPTER A—TEST FEE SCHEDULES

PART 201—ELECTRICITY

High Frequency and Microwave Regions

In accordance with the provisions of section 4 (a) and (c) of the Administrative Procedure Act, it has been found that notice and hearing on these schedules of fees are unnecessary for the reason that such procedures, because of the nature of these rules, serve no useful purpose. This amendment is effective from the date of publication in the FEDERAL REGISTER.

Part 201 is amended by the addition of new sections on high frequency and microwave regions to read as follows:

HIGH FREQUENCY REGION

Sec.
201.800 General.
201.801 Rf, rf-dc voltmeters, and thermal converters in frequency range of 30 kc to 400 Mc; from 0.2 to 500 volts.
201.802 Rf voltmeters and signal sources at 30 kc to 900 Mc, from 1 microvolt to 0.1 volt.
201.803 Power meters, 30 kc to 400 Mc.
201.804 Impedance, 30 kc to 300 Mc.
201.805 Dissipative coaxial attenuators.
201.806 Waveguide below-cutoff (or piston) attenuators.
201.807 Coaxial directional couplers.
201.808 Field strength meters, 30 cps to 1000 Mc.

MICROWAVE REGION

201.900 General.
201.901 Low level, continuous power measurements on waveguide bolometer mounts, bolometer-directional coupler combinations, and dry calorimeters.
201.902 Reflection coefficient magnitude measurement on waveguide reflectors (mismatches).
201.903 Frequency measurement on cavity wavemeters.
201.904 Attenuation measurements on attenuators.

AUTHORITY: §§ 201.800 to 201.904 issued under sec. 9, 31 Stat. 1450, as amended; 15 U.S.C. 277. Interprets or applies sec. 7, 70 Stat. 959; 15 U.S.C. 275a.

HIGH FREQUENCY REGION

§ 201.800 General.

(a) (1) In the high frequency region of approximately 30 kc to 300 Mc and higher, the Electronic Calibration Center, Boulder Laboratories, is equipped to calibrate standards of voltage, power, impedance, attenuation, and field strength. These standards are limited at present to those designed for cw measurements and those having coaxial terminals (usually Type N connectors). No general provisions have yet been made for standards with balanced transmission-line terminals.

(2) Stable rf power sources and detectors are required to perform such measurements. This is accomplished by use of crystal-controlled rf power sources and receivers. Rf power sources have power stabilization circuits that provide a power output constant to within 0.1 percent or better over periods of one hour or more. Special low noise, crystal-controlled receivers meet the exacting requirements to monitor or detect these signals. In using standards at high frequencies it is often desirable, and even necessary, to duplicate these conditions.

(3) Calibration services for high frequency standards are available at the fixed frequencies of 30, 100, and 300 kc, and 1, 3, 10, 30, 100, and 300 Mc. Calibrations are available at other frequencies for some standards, as well as continuous frequency coverage up to 1000 Mc for certain calibrations but usually with less accuracy.

(4) Type N connectors limit the accuracy of measurements in the high frequency region to some extent. To avoid instability from this cause, certain mechanical dimensions of Type N connectors used on interlaboratory standards should fall within tolerances specified by the Armed Services Electro Standards Agency (ASESA) in Procurement Specification MIL-C-71. If dimensions fall outside the specified tolerances, there is a possibility of damaging the mating connectors on interlaboratory standards and NBS working standards. Details for the Plug UG-21D/U are from Military Standard Drawing No. MS 91236 (supersedes Drawing No. AS-2110). Details for the Receptacle UG-22D/U or UG-23D/U are from Military Standard Drawing No. MS 91237 (supersedes Drawing No. AS-2110). This information can be procured from the Director, Armed Services Electro Standards Agency, Fort Monmouth, N.J.

(b) Fees: The fees to be charged for the following calibration services performed at the Boulder Laboratories are not fixed at this time but estimates will be furnished on request to those who plan to submit standards for calibration. However, these estimates are not binding and bills will be submitted for the actual costs incurred by the Electronic Calibration Center.

§ 201.801 Rf, rf-dc voltmeters, and thermal converters in the frequency range of 30 kc to 400 Mc; from 0.2 to 500 volts.

Ordinarily instruments equally suitable for use on dc and rf will be calibrated only for rf-dc difference by the procedure of item 201.801a, since periodic calibrations can be made by the user on reversed direct current. Such reversed d-c calibrations will be made at NBS only under unusual circumstances and by advance arrangement. Instruments suitable for use only on rf will be given rf calibrations by the procedures of items 201.801 a, b. Instruments which respond to average or peak values or which are not in ASA accuracy class ¼ percent or better are not usually accepted for calibration below 30 Mc.

Item	Description	Fee
201.801a	Determination of voltage at 30, 100, 300 kc, 1, 3, 10, 30, and 100 Mc from 0.2 to 500 volts	(*)
201.801b	Determination of voltage at 300 and 400 Mc from 0.2 to 100 volts	(*)
201.801z	Special calibrations not covered by the above schedule	(*)

§ 201.802 Rf voltmeters and signal sources in the frequency range of 30 kc to 900 Mc, from 1 microvolt to 0.1 volt.

The Bureau normally issues reports of calibrations only on high quality voltmeters suitable for use as interlaboratory standards. These instruments should have a stability of one percent or better and an accuracy of three percent. Rf voltmeters will be calibrated by the procedures of items 201.802 a, b. Reports of calibrations are issued on signal sources high enough in quality to be considered as interlaboratory standards. If these instruments are equally suitable for use on dc and rf, they will be calibrated for ac–dc difference by the procedures of items 201.802 a, b, c. Signal sources suitable for use only on rf will be calibrated by the procedures of items 201.802 a, c.

Item	Description	Fee
201.802a	Determination of voltage for voltmeters and signal sources from 30 kc to 400 Mc, from 1 microvolt to 0.1 volt	(*)
201.802b	Determination of voltage for voltmeters from 400 to 1000 Mc, from 100 microvolts to 0.1 volt	(*)
201.802c	Determination of voltage for signal sources from 30 kc to 900 Mc, from 100 microvolts to 0.1 volt	(*)
201.802z	Special calibrations not covered by the above schedule	(*)

§ 201.803 Power meters, 30 kc to 400 Mc.

(a) For maximum calibration accuracy, interlaboratory rf power meters should repeat readings to one percent or better with a constant power input.

(b) At present only rf power meters utilizing Type N connectors for rf power input can be calibrated. If an adapter to a Type N connector is necessary, it must be sealed on the instrument prior to making measurements in order for the calibration to be valid. Refer to 201.800 for special requirements of Type N connectors used on interlaboratory standards.

Item	Description	Fee
201.803a	Calibration of rf power meters at one frequency at 100, 300 kc; 1, 3, 10, 30 Mc; and at one power level from 0.001 to 200 watts	(*)
201.803b	Calibration of rf power meters at one frequency at 100, 200, 300, 400 Mc; at one power level from 0.001 to 100 watts	(*)
201.803c	Each additional power level for the same instrument at the same frequency	(*)
201.803z	Special calibrations not covered by the above schedule	(*)

§ 201.804 Impedance, 30 kc to 300 Mc.

(a) Maximum accuracy can be given only in the case of instruments and components equipped with connectors having a plane of reference directly compatible with the NBS system with no necessity for special adapters. For items equipped with connectors which must be adapted to the NBS system, reduced accuracies will be given depending upon the assessment of possible errors incurred. Power applied to any item under test will normally not exceed 1 watt. Where caution in this respect is necessary it should be clearly stated in the calibration request.

(b) All items in the following table are for grounded, two-terminal devices, with the exception of the direct or three-terminal capacitance services listed as items 201.804h and 201.804i.

Item	Description	Fee
201.804a	Impedance measurement at one point in the frequency range 30 to 400 kc; 100 to 10,000 ohms resistance, and 100 to 1100 microhenries inductance	(*)
201.804b	Each additional point within the limits in item 201.804a	(*)
201.804c	Impedance measurement at one point in the frequency range 30 kc to 1 Mc; 1 to 1,000 ohms resistance, and 1 to 110 microhenries inductance	(*)
201.804d	Each additional point within the limits in item 201.804c	(*)
201.804e	Admittance measurement at one point in the frequency range 30 kc to 1 Mc; 1 to 1100 micromhos conductance, and 10 to 1100 picofarads capacitance	(*)
201.804f	Each additional point within the limits of item 201.804e	(*)
201.804g	Admittance measurement at one point in the frequency range 5 to 100 Mc; 1 to 50 micromhos conductance, and 1 to 50 picofarads capacitance	(*)
201.804h	Direct capacitance measurement at 465 kc at one point in the range 0.001 to 100 picofarads	(*)
201.804i	Each additional point within the limits of item 201.804h	(*)
201.804j	Impedance measurement of coaxial components at frequencies from 50 to 500 Mc, within the ranges 0.5 to 5000 ohms for impedance magnitude and 0 to 90° for phase angle	(*)
201.804k	Q–Standard calibration in the frequency range 50 kc to 54 Mc, 0 to 1000 for effective Q and 30 to 450 picofarads for effective resonating capacitance	(*)
201.804z	Special calibrations not covered by the above schedule	(*)

§ 201.805 Dissipative coaxial attenuators.

Dissipative coaxial attenuators are ordinarily calibrated in a system having characteristic impedance of 50+j0 ohms. Since mismatch affects calibration accuracy, the types of allowable connectors are limited. Only Type N connectors meeting MIL–C–70 Specification or flanged connectors having a known plane of reference compatible with those in use by NBS will be accepted. Maximum power to any attenuator will not exceed twenty milliwatts unless prior arrangements for higher power levels have been made. Calibrations are performed at the following frequencies: 1, 10, 30, 60, 100 and 300 Mc. The accuracy given will vary from 0.01 to 0.1 decibel, depending on the quality of the device.

Item	Description	Fee
201.805a	Fixed coaxial attenuators at one frequency. Range: 0–100 decibels	(*)
201.805b	One point on any resistive step attenuator at one frequency. Range: 0–100 decibels	(*)
201.805c	Each additional determination on resistive step attenuator at one frequency. Range: 0–100 decibels	(*)
201.805z	Special calibrations not covered by the above schedule	(*)

§ 201.806 Waveguide below-cutoff (or piston) attenuators.

Waveguide below-cutoff attenuators are ordinarily calibrated in a system having a characteristic impedance of 50+j0 ohms. Only connectors meeting the MIL–C–71 Specification or flanged connectors having a known reference plane compatible with those in use by NBS will be accepted. Maximum power to any attenuator will not exceed twenty milliwatts unless prior arrangements have been made. Calibrations are performed at the following frequencies: 1, 10, 30, 60, 100 and 300 Mc. The accuracy given will vary from 0.01 to 0.1 decibel depending on the quality of the instrument.

Item	Description	Fee
201.806a	One increment on a variable piston attenuator at one frequency. Range (including initial insertion loss): 20–110 decibels	(*)
201.806b	Each additional increment calibrated at one frequency (same range as above)	(*)
201.806z	Special calibrations not covered by the above schedule	(*)

§ 201.807 Coaxial directional couplers.

Directional couplers are calibrated in accordance with § 201.805. Terminations must be supplied for any arm not used during a measurement. Connectors, accuracy, and frequency in accordance with § 201.805.

Item	Description	Fee
201.807a	Single insertion loss measurement between any two arms at one frequency. Range: 0–100 decibels	(*)
201.807z	Special calibrations not covered by the above schedule	(*)

§ 201.808 Field strength meters, 30 cps to 1000 Mc.

(a) Field strength standards and field strength meters are calibrated in terms of cw signals in the frequency range from 30 cps to 1000 Mc. Loop antennas are calibrated in the frequency range from 30 cps to 30 Mc, and horizontally polarized dipole antennas are calibrated from 30 to 300 Mc. The magnitude of the calibrating fields vary from approximately 25 to 200 mv/m for loop antennas, and approximately 50 mv/m for dipole antennas. The accuracy of the antenna calibrations varies from 3 to 15 percent depending on the frequency and the quality of the instrument.

(b) The internal characteristics of field strength meters, such as: the overall linearity of the receiver, accuracy of

the signal input attenuators, and the accuracy of the receiver as a two-terminal rf voltmeter can be measured at frequencies from 30 cps to 1000 Mc. The accuracy of these measurements vary from approximately 1 to 10 percent depending on the frequency and quality of the instrument.

(c) When field strength standards or meters are submitted for calibration an instruction manual and all accessories should be included, and the instrument should be in perfect operating condition.

Item	Description	Fee
201.808a	Calibration of loop antennas at one frequency, 30 cps to 30 Mc	(*)
201.808b	Calibration of loop antennas at frequencies additional to item 201.808a, 30 cps to 1 Mc	(*)
201.808c	Calibration of loop antennas at frequencies additional to item 201.808a, 1 to 30 Mc	(*)
201.808d	Calibration of dipole antennas at one frequency, 30 to 300 Mc	(*)
201.808e	Calibration of dipole antennas at frequencies additional to item 201.808d, 30 to 300 Mc	(*)
201.808f	Calibration of input attenuators at one frequency, initial step	(*)
201.808g	Calibration of additional steps of input attenuators in addition to item 201.808f	(*)
201.808h	Calibration of the overall linearity of receiver and output circuits at one frequency and one attenuator setting, initial point	(*)
201.808i	Calibration of overall linearity of receiver at other points in addition to item 201.808h	(*)
201.808j	Calibration of the receiver as a two-terminal rf voltmeter, 1 to 1000 microvolts, 0 to 400 Mc, at one frequency	(*)
201.808k	Calibration of the receiver as a two-terminal rf voltmeter at other frequencies in addition to item 201.808j	(*)
201.808l	Calibration of receiver as a two-terminal rf voltmeter, 1 to 1000 microvolts, 400 to 1000 Mc, at one frequency	(*)
201.808m	Calibration of receiver as a two-terminal rf voltmeter at other frequencies in addition to item 201.808l	(*)
201.808z	Special calibrations not covered by the above schedule	(*)

Microwave Region

§ 201.900 General.

(a) (1) Microwave calibration services presently available in the Electronic Calibration Center, Boulder Laboratories include measurements in power, impedance, frequency, and attenuation. The frequency range covered for each of the measurements is given below. Both coaxial and waveguide transmission lines are encountered in these frequency ranges.

(2) A factor seriously limiting the accuracy of measurements on coaxial transmission line components at microwave frequencies is the connector used to place them in the calibration system. To avoid instability from this cause, certain mechanical dimensions of Type N connectors used on interlaboratory standards should fall within tolerances specified by the Armed Services Electro Standards Agency (ASESA) in Procurement Specification MIL–C–71. If dimensions fall outside the specified tolerances, there is a possibility of damaging the mating connectors on interlaboratory standards and NBS working standards. Details for the Plug UG–21D/U are from Military Standard Drawing No. MS 91236 (supersedes Drawing No. AS–2110). Details for the Receptacle UG–22D/U or UG–23D/U are from Military Standard Drawing No. MS 91237 (supersedes Drawing No. AS–2110). This information can be procured from the Director, Armed Services Electro Standards Agency, Fort Monmouth, N.J.

(3) In performing microwave calibrations, a considerable amount of time usually is needed to prepare the system for measurement operation. Much of this preparation is related to the adjustment of the system to the frequency of operation selected for the calibration. Time and cost often can be reduced by minimizing the number of times the operating frequency of the calibration system must be readjusted. To help in achieving this reduction in costs, a list of suggested calibration frequencies is presented in the following table. These frequencies are suggested for use in connection with this schedule and for interlaboratory standards utilizing terminations consisting of the standard waveguide sizes given below in the list of Suggested Calibration Frequencies. It should be emphasized that the suggested frequencies are primarily for economy and for convenience to those requesting calibrations. In general the calibration instrumentation for the microwave region is intended to provide complete and continuous frequency coverage as appropriate for the various waveguide sizes. Those having need for calibrations of other than suggested frequencies can be accommodated.

Suggested Calibration Frequencies

EIA waveguide designation	Frequency range Gc	Calibration frequencies Gc		
		No. 1	No. 2	No. 3
WR 284	2.60– 3.95	2.85	3.25	3.55
WR 187	3.95– 5.85	4.35	4.90	5.25
WR 137	5.85– 8.20	6.45	7.00	7.40
WR 112	7.05–10.0	7.75	8.50	9.00
WR 90	8.20–12.4	9.00	9.80	11.2
WR 62	12.4 –18.0	13.5	15.0	17.0
WR 42	18.0 –26.5	19.8	22.0	23.8
WR 28	26.5 –40.0	29.0	33.0	37.0

(b) Fees*: The fees to be charged for the following calibration services performed at the Boulder Laboratories are not fixed at this time but estimates will be furnished on request to those who plan to submit standards for calibration. However, these estimates are not binding and bills will be submitted for the actual costs incurred by the Electronic Calibration Center.

§ 201.901 Low level, continuous power measurement on waveguide bolometer mounts, bolometer-directional coupler combinations, and dry calorimeters.

(a) Power measurements are made on barretter-type bolometer mounts having nominal resistance of 100 to 200 ohms at a bias current between 3.5 and 10 milliamperes, and on thermistor-type bolometer mounts having a nominal resistance of either 100 or 200 ohms at a bias current between 5 and 15 milliamperes.

(b) Power measurements are made on bolometer mounts at power levels from 0.1 to 10 milliwatts.

(c) Power measurements are made on bolometer mount-directional coupler combinations having coupling ratios from 3 to 20 decibels.

(d) Power measurements are made on dry calorimeters at power levels from 10 to 100 milliwatts.

(e) Power measurement devices are calibrated in waveguide size WR 90 over the frequency range of 8.2 to 12.0 Gc.

(f) Effective efficiency for bolometer mounts is defined as the ratio of the substituted dc power in the bolometer element to the microwave power dissipated within the bolometer mount.

(g) Calibration factor for bolometer mounts is defined as the ratio of the substituted dc power in the bolometer element to the microwave power incident upon the bolometer mount.

(h) Calibration factor for bolometer mount-directional coupler combinations is defined as the ratio of the substituted dc power in the bolometer element on the side arm of the directional coupler to the microwave power incident upon a nonreflecting load attached to the main-line port.

Item	Description	Fee
201.901a	Measurement of effective efficiency of bolometer mount at a single frequency	(*)
201.901b	Measurement of calibration factor of bolometer mount at a single frequency	(*)
201.901c	Measurement of calibration factor of bolometer mount-directional coupler combination at a single frequency	(*)
201.901d	Measurement of output voltage vs input microwave power for dry calorimeter at a single frequency	(*)
201.901z	Special calibrations not covered by the above schedule	(*)

§ 201.902 Reflection coefficient magnitude measurement on waveguide reflectors (mismatches).

(a) Reflection coefficient measurements are made on reflectors producing a reflection coefficient magnitude in the range of 0.025 to 1.0.

(b) Reflectors must be fitted with standard types of waveguide flanges. The face of these flanges should be machined flat and smooth and should not contain protrusions or indentations. The connecting holes of the flange should be symmetrically and accurately aligned to the rectangular waveguide opening.

(c) Reflectors are calibrated in waveguide size WR 90 over the frequency range of 8.2 to 12.4 Gc.

Item	Description	Fee
201.902a	Measurement of reflection coefficient magnitude of reflector at a single frequency	(*)
201.902z	Special calibrations not covered by the above schedule	(*)

§ 201.903 Frequency measurement on cavity wavemeters.

(a) Frequency measurements are made on fixed or variable cavity wavemeters of either the reaction (one port) type or the transmission (two port) type.

(b) Frequency measurements are made on fixed or variable cavity wave-

*See § 201.800(b).

meters having coaxial terminals with Type N connectors (male or female) over the frequency range of 100 Mc to 10 Gc.

(c) Frequency measurements are made on fixed or variable cavity wavemeters having standard rectangular waveguide terminals with standard type waveguide flanges over the frequency range of 2.6 to 75 Gc.

Item	Description	Fee
201.903a	Measurement of resonant frequency of fixed cavity wavemeter	(*)
201.903b	Setting of adjustable cavity wavemeter at prescribed resonant frequency	(*)
201.903c	Calibration of dial setting vs frequency of variable cavity wavemeter at prescribed frequencies	(*)
201.903z	Special calibrations not covered by the above schedule	(*)

§ 201.904 Attenuation measurements on attenuators.

(a) Attentuation difference measurements are made on step or continuously variable attenuators usually with the zero dial setting used as the reference position. Insertion loss measurements are made on fixed attenuators.

(b) Attenuation measurements are made over the attenuation range of zero to 50 decibels. This attenuation range can be extended to 70 decibels in some frequency ranges.

(c) Fixed attenuators terminated in coaxial transmission line must be fitted with Type N connectors and must provide a female connector at one port and a male connector at the other port.

(d) Attenuation measurements are made on attenuators having coaxial terminals over the frequency range of 300 Mc to 5.6 Gc.

(e) Attenuation measurements are made on attenuators having standard rectangular waveguide terminals over the frequency range of 2.6 to 26.5 Gc.

(f) Variable attenuators should have a repeatability of setting better than ±0.1 decibel.

(g) Attenuators having coaxial terminals should have a maximum VSWR not greater than 1.20 at either port.

(h) Attenuators having standard rectangular waveguide terminals should have a maximum VSWR not greater than 1.10 at either port.

Item	Description	Fee
201.904a	Measurement of attenuation difference of direct reading variable attenuator at a single frequency and at prescribed dial settings	(*)
201.904b	Calibration of dial setting vs prescribed decibel values for indirect reading variable attenuator at a single frequency	(*)
201.904c	Measurement of insertion loss of fixed attenuators at a single frequency	(*)
201.904z	Special calibrations not covered by the above schedule	(*)

(Sec. 9, 31 Stat. 1450, as amended; 15 U.S.C. 277. Interprets or applies sec. 7, 70 Stat. 959; 15 U.S.C. 275a)

R. D. HUNTOON,
Deputy Director.

[F.R. Doc. 61-11374; Filed, Nov. 30, 1961; 8:47 a.m.]

SUBCHAPTER B—STANDARD SAMPLES AND REFERENCE STANDARDS

PART 230—STANDARD SAMPLES AND REFERENCE STANDARDS ISSUED BY NATIONAL BUREAU OF STANDARDS

Descriptive List; Metal Organic Standards

In accordance with the provisions of section 4 (a) and (c) of the Administrative Procedure Act, it has been found that notice and hearing on these schedules of fees are unnecessary for the reason that such procedures, because of the nature of these rules, serve no useful purpose. This amendment is effective from the date of publication in the FEDERAL REGISTER.

In § 230.11 *Descriptive list,* Paragraph (ee) *Metal organic standards* is amended to renumber sample (1052) and to add a new sample (1074) to read as follows:

Sample No.	Description	Approximate weight of sample in grams	Price per sample
1052a	Bis(1-phenyl-1,3-butanedi-ono)-oxo-vanadium(IV).	5	$10.00
1074	Calcium 2-ethylhexanoate	5	10.00

(Sec. 9, 31 Stat. 1450, as amended; 15 U.S.C. 277., Interprets or applies sec. 7, 70 Stat. 959; 15 U.S.C. 275a)

A. V. ASTIN,
Director.

[F.R. Doc. 61-11397; Filed, Nov. 30, 1961; 8:50 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 8386 c.o.]

PART 13—PROHIBITED TRADE PRACTICES

M. Cohen & Son Coats & Suits, Inc., et al.

Subpart—Appropriating trade name or mark wrongfully: § 13.295 *Appropriating trade name or mark wrongfully:* § 13.295-65 *Product.* Subpart—Invoicing products falsely: § 13.1108 *Invoicing products falsely:* § 13.1108-45 *Fur Products Labeling Act.* Subpart—Misbranding or mislabeling: § 13.1185 *Composition:* § 13.1185-30 *Fur Products Labeling Act.* Subpart—Using misleading name—Goods: § 13.2280 *Composition:* § 13.2280-30 *Fur Products Labeling Act.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, M. Cohen & Son Coats & Suits, Inc. et al., New York, N.Y., Docket 8386, Sept. 19, 1961]

In the Matter of M. Cohen & Son Coats & Suits, Inc., a Corporation and Max Cohen and Irving Elkin, Individually and as Officers of Said Corporation

Consent order requiring New York City furriers to cease violating the Fur Products Labeling Act by using the name "Golden Glory Fox", registered trademark of another, to describe their "Bleached Blue Fox" on labels and invoices, and by failing to comply in other respects with labeling and invoicing requirements.

The order to cease and desist is as follows:

It is ordered, That respondents M. Cohen & Son Coats & Suits, Inc., a corporation, and its officers and Max Cohen and Irving Elkin, individually and as officers of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction, or manufacture for introduction, into commerce or the sale, advertising or offering for sale, in commerce, or the transportation or distribution in commerce of fur products; or in connection with the sale, manufacture for sale, advertising, offering for sale, transportation or distribution of fur products which have been made in whole or in part of fur which has been shipped and received in commerce as "commerce", "fur" and "fur product" are defined in the Fur Products Labeling Act do forthwith cease and desist from:

A. Misbranding fur products by:

1. Failing to affix labels to fur products showing in words and figures plainly legible all the information required to be disclosed by each of the subsections of section 4(2) of the Fur Products Labeling Act.

2. Falsely and deceptively labeling by using the term "Golden Glory" to describe furs of the fox family, or falsely and deceptively so using any registered trademark of another person to describe furs or fur products.

B. Falsely and deceptively invoicing fur products by:

1. Failing to furnish to purchasers of fur products invoices showing all the information required to be disclosed by each of the subsections of section 5(b)(1) of the Fur Products Labeling Act.

2. Falsely or deceptively using on invoices the trademark "Golden Glory" to describe furs of the fox family or falsely and deceptively so using any registered trademark of another person to describe furs or fur products.

3. Failing to set forth the item number or mark assigned to a fur product.

By "Decision of the Commission", etc., report of compliance was required as follows:

It is ordered, That the respondents herein shall within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

Issued: September 19, 1961.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 61-11359; Filed, Nov. 30, 1961; 8:45 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

Chapter I—Bureau of Land Management, Department of the Interior

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 2543]

[87335]

UTAH

Opening Lands Subject to Section 24 of the Federal Power Act

1. In DA–141–Utah, the Federal Power Commission determined that the value of the following described lands, withdrawn in Power Site Reserve No. 122 and Power Site Classification No. 219, would not be injured or destroyed for purposes of power development by location, entry, or selection under the public land laws, subject to the provisions of section 24 of the Federal Power Act of June 10, 1920 (41 Stat. 1075; 16 U.S.C. 818), as amended, and subject to the condition that in the event said lands are required for power purposes, any improvements or structures placed thereon which shall be found to interfere with such development shall be removed or relocated as may be necessary to eliminate interference with power development at no cost to the United States, its permittees or licensees:

SALT LAKE MERIDIAN

T. 40 S., R. 22 E.

Power Site Reserve No. 122

Sec. 29, lots 3, 4, 6, and NW¼NW¼.

Power Site Classification No. 219

Sec. 30, N½NE¼ and NE¼NW¼.

Containing 162.72 acres.

2. Subject to section 24 of the Federal Power Act, supra, and the condition recited in paragraph 1 of this order, the lands are hereby restored to the operation of the public land laws, subject to valid existing rights and equitable claims, the requirements of applicable law, rules, and regulations, and the provisions of any existing withdrawals provided, that, until 10:00 a.m. on May 22, 1962, the State of Utah shall have a preferred right to apply to select the lands in accordance with subsection (c) of section 2 of the act of August 27, 1958 (72 Stat. 928; 43 U.S.C. 851, 852). During this period the State may also apply for the reservation to it or to any of its political subdivisions, under any regulation or statute applicable thereto, of any of the lands required for rights-of-way or for materials sites in accordance with the provisions of the said section 24 of the Federal Power Act.

3. The lands have been open to applications and offers under the mineral leasing laws, and to location under the United States mining laws.

Inquiries concerning the lands should be addressed to the Manager, Land Office, Bureau of Land Management, Salt Lake City, Utah.

JOHN A. CARVER, Jr.,
Assistant Secretary of the Interior.

NOVEMBER 22, 1961.

[F.R. Doc. 61–11363; Filed, Nov. 30, 1961; 8:46 a.m.]

[Public Land Order 2544]

COLORADO

Power Site Cancellation No. 164; Partly Revoking Power Site Classification No. 89; Opening Lands Under Section 24 of the Federal Power Act (Power Site Reserve No. 116)

By virtue of the authority contained in the act of March 3, 1879 (20 Stat. 394; 43 U.S.C. 31) and in section 24 of the Federal Power Act of June 10, 1920 (41 Stat. 1075; 16 U.S.C. 818), as amended, and pursuant to determinations of the Federal Power Commission in DA–435 and DA–431, Colorado, it is ordered as follows:

1. The departmental order of February 24, 1925, designated Power Site Classification No. 89, is hereby cancelled so far as it affects the following described lands (DA–435):

[Colorado 042350]

SIXTH PRINCIPAL MERIDIAN

T. 4 S., R. 85 W.,
Sec. 31, lots 7 and 8.

Containing 24.30 acres.

The lands have been classified for disposition only under the provisions of the Recreation and Public Purposes Act of June 14, 1926 (44 Stat. 741; 43 U.S.C. 869–869–3), as amended. Therefore, they shall not be subject to disposition under any other public land law unless and until it is so provided by further order of an authorized officer of the Bureau of Land Management opening the lands to such disposition.

2. In DA–431–Colorado, the Federal Power Commission determined that the value of the following described lands, withdrawn for Power Site Reserve No. 116, would not be injured or destroyed for purposes of power development by location, entry, or selection under the public land laws, subject to the provisions of section 24 of the Federal Power Act, as amended:

[Colorado 035502]

SIXTH PRINCIPAL MERIDIAN

T. 4 S., R. 86 W.,
Sec. 10, lot 3.

Containing 33.48 acres.

3. Subject to the provisions of section 24 of the Federal Power Act, the lands described in paragraph 2 of this order are hereby restored to operation of the public land laws, subject to valid existing rights and equitable claims, the requirements of applicable law, rules and regulations, and the provisions of any existing withdrawals provided, that, until 10:00 a.m. on May 22, 1962, the State of Colorado shall have a preferred right of application to select the lands in accordance with subsection (c) of section 2 of the act of August 27, 1958 (72 Stat. 928; 43 U.S.C. 851, 852). During this period, the State may also apply for the reservation to it or to any of its political subdivisions, under any statute or regulation applicable thereto, of any of the lands required for rights-of-way or materials sites, in accordance with the provisions of section 24 of the Federal Power Act, supra. The lands have been open to applications and offers under the mineral leasing laws, and to location under the United States mining laws.

Inquiries concerning the lands should be addressed to the Manager, Land Office, Bureau of Land Management, Denver, Colorado.

JOHN A. CARVER, Jr.,
Assistant Secretary of the Interior.

NOVEMBER 22, 1961.

[F.R. Doc. 61–11364; Filed, Nov. 30, 1961; 8:46 a.m.]

[Public Land Order 2546]

ALASKA

Withdrawing Lands for Use of the Forest Service as Administrative Sites; Partly Revoking Public Land Order No. 842 of June 19, 1952

By virtue of the authority vested in the President, and pursuant to Executive Order No. 10355 of May 26, 1952, it is ordered as follows:

1. Subject to valid existing rights, the following described lands are hereby withdrawn as indicated, and reserved for use of the Forest Service, Department of Agriculture, as administrative sites:

a. From all forms of appropriation under the public land laws, including the mining laws:

[Juneau 011213]

AUKE BAY AREA

Auke Bay Administrative Site

Lot 1, U.S. Survey 3819 (unapproved).

Containing 0.73 acre.

b. From prospecting, location, entry, and purchase under the mining laws of the United States:

[Juneau 011940]

DOUGLAS ISLAND AREA

TONGASS NATIONAL FOREST

North Douglas Administrative Site

Beginning at a point N. 10°29′ E., 102.81 chains from Corner No. 2 of U.S.S. No. 1555 and also N. 63° W., 0.14 chains from Station P–569+00 on the P-Line of B.P.R. North Douglas Forest Highway Extension No. 30; thence West, 8.0 chains; North, 8.04 chains to the line of mean high water; Easterly, 10.19 chains with the line of mean high water; S. 9° W., 9.96 chains to the point of beginning.

Containing 6.86 acres.

2. Public Land Order No. 842 of June 19, 1952, is hereby revoked so far as it affects the land described in paragraph 1(a) of this order.

JOHN A. CARVER, Jr.,
Assistant Secretary of the Interior.

NOVEMBER 22, 1961.

[F.R. Doc. 61–11366; Filed, Nov. 30, 1961; 8:46 a.m.]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 55519]

PART 3—DOCUMENTATION OF VESSELS

Preferred Mortgages on Certain Vessels of Less Than 200 But Not Less Than 25 Gross Tons

The Act of September 26, 1961 (Public Law 87-303, 87th Congress; 75 Stat. 661; T.D. 55491), further amends subsection (D)(a) of the Ship Mortgage Act, 1920 (46 U.S.C. 922), in effect, to permit the placing of preferred mortgage on towboats, barges, scows, lighters, car floats, canal boats, or tank vessels of less than 200 gross tons but not less than 25 gross tons. In order to give effect to that enactment, the following amendments are made to the Customs Regulations:

Paragraph (a) of footnote 24 appended to § 3.37(a), is amended by striking out "of less than two hundred gross tons" and inserting in lieu thereof "of less than twenty-five gross tons" so that the portion of paragraph (a) which precedes subparagraph (1) of the footnote will read as follows:

[24] (a) A valid mortgage which at the time it is made, includes the whole of any vessel of the United States (other than a towboat, barge, scow, lighter, car float, canal boat, or tank vessel, of less than twenty-five gross tons), shall, in addition, have, in respect to such vessel and as of the date of the compliance with all the provisions of this subsection, the preferred status given by the provisions of section 953 of this title, if—

Section 3.37(b) is amended to read as follows:

(b) A preferred mortgage may not be placed upon any vessel which is not a documented vessel, nor upon any vessel of less than twenty-five gross tons[24a] which is a towboat (including tugs and other vessels used for towing), barge, scow, lighter, car float, canal boat, or tank vessel. It may cover more than one vessel, but may not be limited to a part of any vessel.

Part 3 is amended to add a footnote 24a reading as follows:

[24a] Section 1(b), Public Law 87-303, approved September 26, 1961 (75 Stat. 661), provides that the amendment reducing the minimum tonnage for preferred mortgages on certain classes of vessels from 200 to 25 gross tons under subsection (D) of the Ship Mortgage Act, 1920, as amended (46 U.S.C. 922), shall not apply to (1) any mortgage in existence on the date of enactment or (2) any mortgage placed on a vessel after the date of enacement under a mortgage on such vessel in existence on the date of enactment so long as such existing mortgage remains undischarged.

(R.S. 161, sec. 2, 23 Stat. 118, as amended, sec. 30, subsec. D, 41 Stat. 1000, as amended; 5 U.S.C. 22, 46 U.S.C. 2, 922)

[SEAL] PHILIP NICHOLS, Jr.,
Commissioner of Customs.

Approved: November 24, 1961.

A. GILMORE FLUES,
Assistant Secretary of the Treasury.

[F.R. Doc. 61-11384; Filed, Nov. 30, 1961; 8:49 a.m.]

[T.D. 55520]

PART 21—CARTAGE AND LIGHTERAGE

Requirement for Bid Bonds

The following amendment is made to remove the mandatory provision that all bids for contracts for Government cartage shall be supported by bid bonds submitted to the collector of customs who solicited such bids.

The fifth sentence of § 21.4(a) is amended to read as follows: "If the collector of customs determines that a bid guarantee is necessary, the bids for such cartage shall be supported by bid bonds submitted to the collector who has solicited such bids."

(Secs. 565, 624, 46 Stat. 747, 759, 19 U.S.C. 1565, 1624)

[SEAL] PHILIP NICHOLS, Jr.,
Commissioner of Customs.

Approved: November 22, 1961.

A. GILMORE FLUES,
Assistant Secretary of the Treasury.

[F.R. Doc. 61-11385; Filed, Nov. 30, 1961; 8:49 a.m.]

Proposed Rule Making

DEPARTMENT OF JUSTICE

Immigration and Naturalization Service

[8 CFR Part 242]

DEPORTATION PROCEEDINGS UNDER SECTION 242(f) OF THE IMMIGRATION AND NATIONALITY ACT

Notice of Proposed Rule Making

Pursuant to section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1003), notice is hereby given of the proposed issuance of the following rules pertaining to deportation proceedings under section 242(f) of the Immigration and Nationality Act. In accordance with subsection (b) of said section 4, interested persons may submit to the Commissioner of Immigration and Naturalization, Room 767, 119 D Street NE., Washington 25, D.C., written data, views, or arguments relative to these proposed rules. Such representations may not be presented orally in any manner. All relevant material received within 20 days following the day of publication of this notice will be considered.

§ 242.6 [Revoked]

1. Section 242.6 *Aliens deportable under section 242(f) of the Act* is revoked.

2. Section 242.22 is amended to read as follows:

§ 242.22 Proceedings under section 242(f) of the Act.

(a) *Order to show cause.* In the case of an alien within the provisions of section 242(f) of the Act, the order to show cause shall charge him with deportability only under section 242(f) of the Act. The prior order of deportation and evidence of the execution thereof, properly identified, shall constitute prima facie cause for deportability under this section.

(b) *Applicable procedure.* Except as otherwise provided in this section, proceedings under section 242(f) of the Act shall be conducted in general accordance with the rules prescribed in this part.

(c) *Deportability; applications.* In determining the deportability of an alien alleged to be within the purview of paragraph (a) of this section, the issues shall be limited solely to a determination of the identity of the respondent, i.e., whether the respondent is in fact an alien who was previously deported, or who departed while an order of deportation was outstanding; whether the respondent was previously deported as a member of any of the classes described in paragraph (4), (5), (6), (7), (11), (12), (15), (16), (17), or (18) of section 241(a) of the Act; and whether respondent has unlawfully reentered the United States. A respondent who is prima facie deportable under the provisions of section 242(f) of the Act shall not be permitted to apply for relief from deportation and shall not be granted such relief.

(d) *Order.* If deportability as charged in the order to show cause is established, the special inquiry officer shall order that the respondent be deported under the previous order of deportation in accordance with section 242(f) of the Act.

(e) *Examining officer; additional charges.* When an examining officer is assigned to a proceeding under this section and additional charges are lodged against the respondent, the provisions of paragraphs (c) and (d) of this section shall cease to apply.

(Sec. 103, 66 Stat. 173; 8 U.S.C. 1103)

Dated: November 27, 1961.

J. M. SWING,
Commissioner of Immigration and Naturalization.

[F.R. Doc. 61-11383; Filed, Nov. 30, 1961; 8:49 a.m.]

DEPARTMENT OF THE INTERIOR

National Park Service

[36 CFR Part 1]

AIRCRAFT

Isle Royale National Park, Michigan

Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior by section 3 of the act of August 25, 1916 (39 Stat. 535; 16 U.S.C. 3), it is proposed to amend 36 CFR 1.61 as set forth below. The purpose of this amendment is to preserve the wilderness qualities of the park by restricting landings and takeoff of float and amphibious aircraft in Isle Royale National Park.

It is the policy of the Department of the Interior whenever practicable, to afford the public an opportunity to participate in the rule making process. Accordingly, interested persons may submit written comments, suggestions, or objections with respect to the proposed amendment to the Director, National Park Service, Washington 25, D.C., within thirty days of the date of publication of this notice in the FEDERAL REGISTER.

JOHN A. CARVER, Jr.,
Assistant Secretary of the Interior.

NOVEMBER 24, 1961.

Subparagraph (7) of paragraph (a), § 1.61 is amended and revised to read as follows:

§ 1.61 Aircraft.

(a) * * *

(7) *Isle Royale National Park, Michigan.* The portion of Tobin Harbor located in the NE¼ of Sec. 4, T. 66 N., R. 33 W.; the SE¼ of Sec. 33, T. 67 N., R. 33 W.; and the SW¼ of Sec. 34, T. 67 N., R. 33 W. The portion of Rock Harbor located in the SE¼ of Sec. 13, the N½ of Sec. 24, T. 66 N., R. 34 W, and the W½ of Sec. 18, T. 66 N., R. 33 W. The portion of Washington Harbor located in the N½ of Sec. 32, all of Sec. 29, SE¼ of Sec. 30, and the E½ of Sec. 31, T. 64 N., R. 38 W.

[F.R. Doc. 61-11367; Filed, Nov. 30, 1961; 8:46 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 953]

HANDLING OF LEMONS GROWN IN THE STATES OF CALIFORNIA AND ARIZONA

Proposed Expenses and Fixing of Rate of Assessment for 1961–62 Fiscal Year

Consideration is being given to the following proposals submitted by the Lemon Administrative Committee, established pursuant to the marketing agreement, as amended, and Order No. 53, as amended (7 CFR Part 953), regulating the handling of lemons grown in the State of California or in the State of Arizona, effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), as the agency to administer the terms and provisions thereof: (1) That expenses not to exceed $195,405 will be necessarily incurred during the fiscal year ending October 31, 1962, for the maintenance and functioning of the committee established under the aforesaid amended marketing agreement and order, and (2) that there be fixed, as the pro rata share of such expenses which each handler who first handles lemons shall pay in accordance with the aforesaid amended marketing agreement and order during the aforesaid fiscal year, the rate of assessment at one and one-half cents ($0.0150) per carton of lemons, or an equivalent quantity of lemons, handled by him as the first handler thereof during said fiscal year.

All persons who desire to submit written data, views, or arguments in connection with the aforesaid proposals should file same with the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Room 2077, South Building, Washington 25, D.C., not later than the close of business on the 10th day after the publication of this notice in the FEDERAL REGISTER. All documents should be filed in quadruplicate.

Terms used herein shall have the same meaning as when used in said amended marketing agreement and order.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated: November 27, 1961.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 61–11375; Filed, Nov. 30, 1961; 8:48 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 601]

[Airspace Docket No. 61–WA–162]

CONTROLLED AIRSPACE

Proposed Alteration of Control Area Extensions and Designation of Transition Area

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering amendments to Part 601 and §§ 601.1016, 601.1369, 601.1125, 601.1156 and 601.1011 of the regulations of the Administrator, the substance of which is stated below.

Effective January 1, 1962, new aircraft holding pattern procedures will be implemented by the Federal Aviation Agency. These procedures have been developed to accommodate the increasing variety of aircraft speeds and operating altitudes in the IFR environment. In addition, the procedures will provide for the containment of aircraft holding maneuvers within the holding pattern areas designed for such operation. However, it is recognized that a number of these holding patterns areas will require the designation of additional controlled airspace to encompass the increased dimensions of such areas. Thus, with the designation of additional controlled airspace, the pilot need only adhere to the standardized operating procedures and limitations for his type aircraft to remain within controlled airspace.

To fulfill additional controlled airspace requirements for the implementation of these procedures in the Jacksonville, Fla., Air Route Traffic Control Center area, the FAA is considering the following airspace actions:

1. The Augusta, Ga., control area extension (§ 601.1016) would be redesignated within the area beginning at the intersection of the south boundary of low altitude VOR Federal airway No. 454 and a line 8 miles east of and parallel to the Augusta VOR 359° True radial; thence south along this line to its intersection with a line 13 miles east of and parallel to the Augusta VOR 348° True radial; thence southeast along this line to the north boundary of low altitude VOR Federal airway No. 70; thence southwest along the north boundary of low altitude VOR Federal airway No. 70 to a line passing through points at latitude 32°47'00'' N., longitude 82°10'00'' W. and latitude 33°02'00'' N., longitude 82°30'00'' W.; thence northwest along this line to longitude 82°30'00'' W., thence north along longitude 82°30'00'' W. to the north boundary of low altitude VOR Federal airway No. 18; thence west along the north boundary of low altitude VOR Federal airway No. 18 to longitude 82°54'00'' W.; thence north along longitude 82°54'00'' W. to latitude 33°48'00'' N.; thence east along latitude 33°48'00'' N. to longitude 82°24'00'' W.; thence north along longitude 82°24'00'' W. to the south boundary of low altitude VOR Federal airway No. 454; thence along the south boundary of low altitude VOR Federal airway No. 454 to point of beginning, excluding the portions which would coincide with the Fort Gordon, Ga., Restricted Area, R–3004 and Prohibited Area P–378. The portion of this control area extension which would coinside with the Fort Gordon, Ga., Restricted Area, R–3003 would be excluded during the time of designation of the restricted area. This would provide additional controlled airspace for the protection of aircraft in holding patterns in the Augusta terminal area. A portion of the present Augusta control extension (§ 601.1016) which coincides with the Macon, Ga., control area extension (§ 601.1020) is not included, in the description proposed herein, to minimize dual designation of controlled airspace. In addition, the Augusta control area extension (§ 601.1009) would be revoked since it would be encompassed by the action proposed herein.

2. The Myrtle Beach, S.C., control area extension (§ 601.1369) would be altered to add the airspace northeast of Myrtle Beach lying within the continental limits of the United States bounded on the northwest by a line 5 miles northwest of and parallel to the Myrtle Beach VOR 053° True radial and on the southeast by a line 12 miles southeast of and parallel to the Myrtle Beach VOR 053° True radial extending from Myrtle Beach control area extension 25-mile radius area to 40 miles northeast of the VOR. This would provide additional airspace for the protection of aircraft in holding patterns at the Crescent Intersection (intersection of the Myrtle Beach VOR 053° and the Florence, S.C., VOR 113° True radials).

3. The Tallahassee, Fla., control area extension (§ 601.1125) would be altered to add the airspace north of Tallahassee within 12 miles west and 8 miles east of the Tallahassee VORTAC 354° True radial extending from the present Tallahassee control area extension to 40 miles north of the VORTAC. This would provide additional airspace for the protection of aircraft in holding patterns at the Calvary Intersection (intersection of the Tallahassee VORTAC 354° and the Marianna, Fla., VOR 093° True radials).

4. The Daytona Beach, Fla., control area extension (§ 601.1011) would be redesignated within 10 miles west and 7 miles east of the Daytona Beach VOR 357° and 177° True radials extending from 9 miles south to 20 miles north of the VOR; and within 5 miles either side of the Daytona Beach VOR 244° True radial extending from the VOR to 20 miles southwest excluding the portion outside the continental limits of the United States. This would provide additional airspace for the protection of aircraft in holding patterns at the Daytona Beach VOR.

5. The Columbia, S.C., transition area would be designated to extend upward from 1,200 feet above the surface to the base the continental control area within 10 miles southwest and 7 miles northeast of the Columbia VOR 329° True radial extending from 9 miles northwest to 41 miles northwest of the VOR. This would provide additional protection for aircraft in holding patterns at the White Rock Intersection (intersection of the Columbia VOR 329° and the Augusta, Ga., VOR 054° True radials).

6. The Albany, Ga., control area extension (§ 601.1156) would be altered to add the airspace within 12 miles southwest and 8 miles northeast of the Albany VOR 294° True radial extending from the present Albany control area extension to 40 miles northwest of the VOR. This would provide additional airspace for the protection of aircraft in holding patterns at the intersection of the Albany VOR 294° and the Vienna, Ga., VORTAC 241° True radials.

Because of the time limitations imposed by the effective date of the revised holding pattern procedures, implementation of the provisions of Amendment 60–21 to the Civil Air Regulations, Part 60, Air Traffic Rules is being deferred in those instances where the alteration of control area extensions is being proposed. Upon completion of the review of the controlled airspace requirements presently being conducted attendant to these provisions, separate airspace action will be initiated to convert the control area extensions to transition areas with appropriate controlled airspace floor assignments.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Southwest Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within fifteen days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room C–226, 1711 New York Avenue NW., Washington 25, D.C. An

informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on November 27, 1961.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 61-11378; Filed, Nov. 30, 1961; 8:48 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 61-WA-160]

CONTROLLED AIRSPACE

Proposed Alteration of Control Area Extensions, Transition Areas and Designation of Transition Areas

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering amendments to Part 601 and §§ 601.1035, 601.1086, 601.1297, 601.1318, 601.1365 and 601.10405 of the regulations of the Administrator, the substance of which is stated below.

Effective January 1, 1962, new aircraft holding pattern procedures will be implemented by the Federal Aviation Agency. These procedures have been developed to accommodate the increasing variety of aircraft speeds and operating altitudes in the IFR environment. In addition, the procedures will provide for the containment of aircraft holding maneuvers within the holding pattern areas designed for such operation. However, it is recognized that a number of these holding pattern areas will require the designation of additional controlled airspace to encompass the increased dimenisons of such areas. Thus, with the designation of additional controlled airspace, the pilot need only adhere to the standardized operating procedures and limitations for his type aircraft to remain within controlled airspace.

To fulfill additional controlled airspace requirements for the implementation of these procedures in the Memphis, Tenn., Air Route Traffic Control Center area, the FAA is considering the following airspace actions:

1. The Little Rock, Ark., control area extension (§ 601.1035) would be altered to add the airspace north of Little Rock beyond the present limits of the Little Rock control area extension within 11 miles west and 7 miles east of the Little Rock AFB TACAN 341° True radial extending from the Little Rock control area extension 50-mile radius area to 44 miles northwest of the TACAN; the airspace west of Hot Springs, Ark., within 7 miles northwest and 10 miles southeast of the Hot Springs VOR 076° and 256° True radials extending from the Little Rock control area extension 50-mile radius area to 20 miles southwest of the VOR; and the airspace south of Pine Bluff, Ark., within 10 miles east and 7 miles west of the 177° True bearing from the Pine Bluff radio beacon extending from the Little Rock control area extension 50-mile radius area to 20 miles south of the radio beacon. This would provide protection for aircraft in holding patterns north of the Little Rock AFB TACAN, and at the Hot Springs VOR, and the Pine Bluff radio beacon.

2. The Memphis, Tenn., control area extension (§ 601.1086) would be altered to add the airspace north of Memphis bounded on the north by low altitude VOR Federal airway No. 140, on the southeast by low altitude VOR Federal airway No. 11, and on the west by the Blytheville, Ark., VOR 186° and 006° True radials; the airspace northeast of Memphis bounded on the northwest by low altitude VOR Federal airway No. 11 east alternate, on the east by longitude 88°45'00", and on the south by low altitude VOR Federal airway No. 16; and the airspace southeast of Memphis bounded on the north by the Memphis control area extension 50-mile radius area, on the east by longitude 89°22'00", on the south by latitude 34°08'00", and on the west by low altitude VOR Federal airway No. 9 east alternate. This would provide protection for aircraft maneuvering in holding patterns at the Blytheville VOR, Sardis, Miss., Intersection (intersection of the Memphis VORTAC 168° and the Greenwood, Miss., VOR 027° True radials), and the Denmark Intersection (intersection of the Holly Springs VOR 028° and the Jacks Creek, Tenn., VOR 272° True radials).

3. The Paducah, Ky., control area extension (§ 601.1297) would be redesignated within 10 miles southeast and 7 miles northwest of the 040° and 220° True bearings from the Paducah Municipal Airport (latitude 37°03'40" N., longitude 88°46'20" W.) extending from 9 miles northeast to 20 miles southwest of the airport. This would provide additional airspace for the protection of aircraft in holding patterns at the Paducah radio beacon.

4. The Muscle Shoals, Ala., control area extension (§ 601.1318) would be redesignated within 8 miles east and 12 miles west of the Muscle Shoals VOR 002° True radial extending from 7 miles north to 39 miles north of the VOR, and within 5 miles either side of the Muscle Shoals VOR 112° and 292° True radials extending from the VOR to 20 miles southeast and northwest. This would provide additional airspace for the protection of aircraft in holding patterns at the intersection of the Muscle Shoals VOR 002° and the Huntsville, Ala., VOR 283° True radials.

5. The Walnut Ridge, Ark., control area extension (§ 601.1365) would be redesignated within 10 miles southeast and 7 miles northwest of the Walnut Ridge VOR 064° and 244° True radials extending from 9 miles northeast to 20 miles southwest of the VOR. This would provide additional airspace for the protection of aircraft in holding patterns at the Walnut Ridge VOR.

6. The Malden, Mo., transition area (§ 601.10405) would be redesignated to extend upward from 700 feet above the surface within 5 miles either side of the Malden VOR 300° True radial extending from the VOR to 11 miles northwest; within 8 miles northeast and 5 miles southwest of the Malden VOR 120° True radial extending from the VOR to 17 miles southeast; and within 10 miles west and 7 miles east of the Malden VOR 167° and 347° True radials extending from 9 miles south to 20 miles north of the VOR. This would provide additional airspace for the protection of aircraft in holding patterns at the Malden VOR.

7. The Camden, Ark., transition area would be designated to extend upward from 1,200 feet above the surface within 10 miles west and 7 miles east of the 352° and 172° True bearings from Harrell Field, Ark. (latitude 33°37'05" N., longitude 92°46'00" W.), extending from 9 miles south to 20 miles north of the airport. This would provide protection for aircraft in holding patterns at Harrell Field.

8. The Graham, Tenn., transition area would be designated to extend upward from 1,200 feet above the surface within 10 miles southeast and 7 miles northwest of the Graham VOR 253° and 073° True radials extending from 9 miles northeast to 20 miles southwest of the VOR. This would provide protection for aircraft in holding patterns at the Graham VOR.

9. The Cape Girardeau, Mo., transition area would be designated to extend upward from 1,200 feet above the surface within 10 miles southeast and 7 miles northwest of the 035° and 215° True bearings from the Cape Girardeau Municipal Airport (latitude 37°13'30" N., longitude 89°34'10" W.) extending from 9 miles northeast to 20 miles southwest of the airport. This would provide protection for aircraft in holding patterns at the Cape Girardeau Municipal Airport.

Because of the time limitations imposed by the effective date of the revised holding pattern procedures, implementation of the provisions of Amendment 60-21 to the Civil Air Regulations, Part 60, Air Traffic Rules is being deferred in those instances where the alteration of control area extensions is being proposed. Upon completion of the review of the controlled airspace requirements presently being conducted attendant to these provisions, separate airspace action will be initiated to convert the control area extensions to transition areas with appropriate controlled airspace floor assignments.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Southwest Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 1689, Forth Worth 1, Tex. All communications received within fifteen days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The

proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room C–226, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on November 28, 1961.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 61–11393; Filed, Nov. 30, 1961; 8:49 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 61–KC–44]

CONTROLLED AIRSPACE

Proposed Alteration of Control Area Extensions and Designation of Transition Areas

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering amendments to Part 601 and §§ 601.1155, 601.1278, 601.1313, and 601.1379 of the regulations of the Administrator, the substance of which is stated below.

Effective January 1, 1962, new aircraft holding pattern procedures will be implemented by the Federal Aviation Agency. These procedures have been developed to accommodate the increasing variety of aircraft speeds and operating altitudes in the IFR environment. In addition, the procedures will provide for the containment of aircraft holding maneuvers within the holding pattern areas designed for such operation. However, it is recognized that a number of these holding pattern areas will require the designation of additional controlled airspace to encompass the increased dimensions of such areas. Thus, with the designation of additional controlled airspace, the pilot need only adhere to the standardized operating procedures and limitations for his type aircraft to remain within controlled airspace.

To fulfill additional controlled airspace requirements for the implementation of these procedures in the Kansas City, Missouri, Air Route Traffic Control Center area, the FAA is considering the following airspace actions:

1. The Omaha, Neb., control area extension (§ 601.1155) would be altered to add the airspace northeast of Omaha bounded on the north by low altitude VOR Federal airway No. 172, on the east by longitude 95°00'00'' W., on the south by low altitude VOR Federal airway No. 6, and on the west by the present Omaha control area extension 25-mile radius area; including the airspace west of Omaha bounded on the south by low altitude VOR Federal airway No. 6, on the west by longitude 97°00'00'' W., on the north by low altitude VOR Federal airway No. 172 and on the east by Omaha control area extension 25-mile radius area. This would provide additional controlled airspace for the protection of aircraft in holding patterns at the Neola, Iowa, VORTAC, Raymond, Neb., VORTAC, Carson Intersection (intersection of the Neola VORTAC 142° and the Omaha VORTAC 080° True radials), the Mead Intersection (intersection of the Raymond VORTAC 040° and the Omaha VORTAC 265° True radials), the Washington Intersection (intersection of the Neola VORTAC 251° and the Omaha VORTAC 296° True radials), and the Kennard Intersection (intersection of the Neola VORTAC 268° and the Raymond VORTAC 031° True radials).

2. The Des Moines, Iowa control area extension (§ 601.1278) would be redesignated within a 25-mile radius of the Des Moines VORTAC; within 12 miles west and 8 miles east of the Des Moines VORTAC 196° True radial extending from the 25-mile radius area to 39 miles south of the VORTAC; and within 12 miles north and 8 miles south of the Des Moines VORTAC 261° True radial extending from the 25-mile radius area to 37 miles west of the VORTAC; including the airspace east of Des Moines bounded on the northeast by low altitude VOR Federal airway No. 172 south alternate, on the east and south by low altitude VOR Federal airway No. 294 and on the northwest by low altitude VOR Federal airway No. 161. This would provide additional controlled airspace for the protection of aircraft in holding patterns at the Des Moines VORTAC, and radio range, the Percy Intersection (intersection of the Des Moines VORTAC 087° and the Newton, Iowa, VOR 191° True radials), the Woodburn Intersection (intersection of the Des Moines VORTAC 196° and the Ottumwa, Iowa, VOR 274° True radials), and the Middle River Intersection (intersection of the Des Moines VORTAC 261° and the Lamoni, Iowa, VOR 358° True radials).

3. The Arkansas City, Kansas, transition area would be designated to extend upward from 1200 feet above the surface within the area bounded on the north by a line 10 miles south of and parallel to the Anthony, Kansas, VOR 085° True radial, on the east by a line 5 miles southwest of and parallel to a direct line extending from the Wichita VOR to the Tulsa, Okla., VORTAC, on the south by low altitude VOR Federal airway No. 516 and the arc of a 15-mile radius circle centered on the Ponca City, Okla., Airport (latitude 36°43'41'' N., longitude 97°05'57'' W.), and on the west by low altitude VOR Federal airway No. 77. This would provide additional controlled airspace for the protection of aircraft in holding patterns at the Oxford, Kansas, radio beacon.

4. The Sioux City, Iowa, control area extension (§ 601.1313) would be redesignated within a 25-mile radius of the Sioux City VOR, including the airspace southeast of Sioux City extending from the 25-mile radius area bounded on the north by low altitude VOR Federal airway No. 100, on the east by longitude 95°30'00'', on the south by latitude 41°50'00'', and on the west by low altitude VOR Federal airway No. 15. This would provide additional controlled airspace for the protection of aircraft in holding patterns at the Sioux City VOR, radio range and outer marker.

5. The Waterloo, Iowa, control area extension (§ 601.1379) would be redesignated within a 37-mile radius of the Waterloo VORTAC, excluding the portion north of a line 12 miles north of and parallel to the Waterloo VORTAC 099° True radial and east of a line 12 miles east of and parallel to the Waterloo VORTAC 353° True radial; including the airspace southeast of Waterloo within 12 miles southwest and 8 miles northeast of the Waterloo VORTAC 146° True radial extending from the Waterloo control area extension 37-mile radius area to the Cedar Rapids, Iowa, VORTAC. This would provide additional controlled airspace for the protection of aircraft in holding patterns at the Dewar Intersection (intersection of the Waterloo VORTAC 099° and the Cedar Rapids, Iowa, VORTAC 337° True radials), the Washburn Intersection (intersection of the Waterloo VORTAC 146° and the Newton, Iowa, VOR 046° True radials), the Reinbeck Intersection (intersection of the Waterloo VORTAC 214° and the Cedar Rapids VORTAC 313° True radials), the New Hartford Intersection (intersection of the Waterloo VORTAC 273° and the Mason City, Iowa, VOR 137° True radials), the Shell Rock Intersection (intersection of the Waterloo VORTAC 309° and the Newton VOR 021° True radials), the Waverly Intersection (intersection of the Waterloo VORTAC 353° and the Mason City VOR 117° True radials), and the Vinton Intersection (intersection of the Cedar Rapids VORTAC 326° and the Newton VOR 066° True radials).

6. The Fort Dodge, Iowa, transition area would be designated to extend upward from 700 feet above the surface within 10 miles southwest and 7 miles northeast of the Fort Dodge VOR 127° and 307° True radials extending from 15 miles southeast to 13 miles northwest of the VOR. This would provide protection for aircraft arriving and departing the Fort Dodge Municipal Airport during IFR weather conditions and in holding patterns at the Fort Dodge VOR and radio beacon.

7. The Hays, Kansas, transition area would be designated to extend upward from 700 feet above the surface within 10 miles east and 7 miles west of the 176° and 356° True bearings from the Hays Airport (latitude 38°51'00'' N., longitude 99°16'30'' W.), extending from 9 miles north to 20 miles south of the airport. This would provide protection for aircraft arriving and departing the Hays Airport during IFR weather conditions and in holding patterns at the Hays Airport.

Because of the time limitations imposed by the effective date of the revised holding pattern procedures, implementation of the provisions of Amendment 60–21 to the Civil Air Regulations, Part 60, Air Traffic Rules is being deferred in those instances where the alteration of control area extensions

is being proposed. Upon completion of the review of the controlled airspace requirements presently being conducted attendant to these provisions, separate airspace action will be initiated to convert the control area extensions to transition areas with appropriate controlled airspace floor assignments.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Central Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mo. All communications received within fifteen days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room C-226, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on November 27, 1961.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 61-11377; Filed, Nov. 30, 1961; 8:48 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 61-WA-165]

CONTROLLED AIRSPACE

Proposed Alteration of Control Area Extensions and Designation of Transition Areas

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering amendments to Part 601, §§ 601.1444, 601.1202, 601.1362, and 601.1115 of the regulations of the Administrator, the substance of which is stated below.

Effective January 1, 1962, new aircraft holding pattern procedures will be implemented by the Federal Aviation Agency. These procedures have been developed to accommodate the increasing variety of aircraft speeds and operating altitudes in the IFR environment. In addition, the procedures will provide for the containment of aircraft holding maneuvers within the holding pattern areas designed for such operation. However, it is recognized that a number of these holding pattern areas will require the designation of additional controlled airspace to encompass the increased dimensions of such areas. Thus, with the designation of additional controlled airspace, the pilot need only adhere to the standardized operating procedures and limitations for his type aircraft to remain within controlled airspace.

To fulfill additional controlled airspace requirements for the implementation of these procedures in the Albuquerque, N. Mex., Air Route Traffic Control Center area, the FAA is considering the following airspace actions:

1. The Truth or Consequences control area extension (§ 601.1444) would be redesignated within 10 miles east and 7 miles west of the Truth or Consequences VOR 013° and 193° True radials, extending from 20 miles north to 9 miles south of the VOR, including the airspace within 10 miles northeast and 7 miles southwest of the Truth or Consequences VOR 143° True radial extending from the VOR to 23 miles southeast. This would provide additional controlled airspace for the protection of aircraft in holding patterns at the Truth or Consequences VOR.

2. The Tucumcari, N. Mex., control area extension (§ 601.1202) would be altered to include the airspace extending beyond the present Tucumcari control area extension within 11 miles north and 8 miles south of the Tucumcari VOR 267° and 087° True radials extending from 7 miles east to 24 miles west of the VOR. This would provide protection for aircraft in holding patterns at the Tucumcari VOR and radio range.

3. The Alamosa, Colo., transition area would be designated to extend upward from 1,200 feet above the surface within 10 miles southwest and 7 miles northeast of the Alamosa VOR 336° and 156° True radials extending from 20 miles northwest to 9 miles southeast of the VOR. This would provide protection for aircraft in holding patterns at the Alamosa VOR.

4. The Cortez, Colo., transition area would be designated to extend upward from 1,200 feet above the surface within 10 miles southwest and 7 miles northeast of the 306° and 126° True bearings from the Cortez, Montezuma County Airport (latitude 37°18'15" N., longitude 108°37'35" W.), extending from 20 miles northwest to 9 miles southeast of the airport. This would provide protection for aircraft in holding patterns at the Cortez Airport.

5. The Dalhart, Texas, control area extension (§ 601.1362) would be redesignated within 10 miles southwest and 7 miles northeast of Dalhart VORTAC 324° True radial extending from the VORTAC to 20 miles northwest; within 10 miles west and 7 miles east of the Dalhart VORTAC 002° True radial extending from the VORTAC to 20 miles north; and within 10 miles northeast and 7 miles southwest of the 132° and 312° True bearings from the Dalhart radio beacon extending from 20 miles southeast to 9 miles northwest of the radio beacon. This would provide additional controlled airspace for the protection of aircraft in holding patterns at the Dalhart VORTAC and radio beacon.

6. The Dodge City, Kans., control area extension (§ 601.1115) would be altered to include the airspace extending beyond the present Dodge City control area extension within 10 miles southwest and 7 miles northeast of the Dodge City VOR 341° and 161° True radials extending from 20 miles northwest to 9 miles southeast of the VOR. This would provide protection for aircraft in holding patterns at the Dodge City VOR.

7. The Durango, Colo., transition area would be designated to extend upward from 1,200 feet above the surface within 10 miles northeast and 7 miles southwest of the 298° and 118° True bearings from the La Plata Airport (latitude 37°09'15" N., longitude 107°45'00" W.), extending from 20 miles southeast to 9 miles northwest of the airport. This would provide protection for aircraft in holding patterns at the Durango, La Plata Airport.

8. The Farmington, N. Mex., transition area would be designated to extend upward from 1,200 feet above the surface within 10 miles south and 7 miles north of the Farmington, N. Mex., VORTAC 094° and 274° True radials extending from 20 miles east to 9 miles west of the VORTAC. This would provide protection for aircraft in holding patterns at the Farmington VORTAC.

9. The Gallup, N. Mex., transition area would be designated to extend upward from 1,200 feet above the surface within 10 miles south and 7 miles north of the 253° and 073° True bearings from McKinley County Airport, (latitude 35°30'35" N., longitude 108°47'00" W.), extending from 20 miles west to 9 miles east of the airport. This would provide protection for aircraft in holding patterns at the Gallup, McKinley County, Airport.

10. The Guymon, Okla., transition area would be designated to extend upward from 1,200 feet above the surface within 10 miles east and 7 miles west of the 360° and 180° True bearings from the Guymon Airport (latitude 36°40'50" N., longitude 101°30'15" W.), extending from 20 miles north to 9 miles south of the airport. This would provide protection for aircraft in holding patterns at the Guymon Airport.

11. The Lamar, Colo., transition area would be designated to extend upward from 1,200 feet above the surface within 10 miles south and 7 miles north of the Lamar VOR 099° and 279° True radials extending from 20 miles east to 9 miles west of the VOR. This would provide protection for aircraft in holding patterns at the Lamar VOR.

12. The Las Vegas, N. Mex., transition area would be designated to extend upward from 1,200 feet above the surface within 12 miles southeast and 8 miles northwest of the Las Vegas VORTAC 035° and 215° True radials extending from 20 miles northeast to 14 miles southwest of the VORTAC. This would provide protection for aircraft in holding patterns at the Las Vegas VORTAC.

13. The Liberal, Kans., transition area would be designated to extend upward from 1,200 feet above the surface within 10 miles west and 7 miles east of the Liberal VOR 022° and 202° True radials extending from 20 miles north to 9 miles south of the VOR. This would provide protection for aircraft in holding patterns at the Liberal VOR.

14. The Socorro, N. Mex., transition area would be designated to extend upward from 1,200 feet above the surface within 10 miles east and 7 miles west of the Socorro VORTAC 189° and 009° True radials extending from 20 miles south to 9 miles north of the VORTAC, excluding that portion which would coincide with the White Sands, N. Mex., Restricted Area (R–5107). This would provide protection for aircraft in holding patterns at the Socorro VORTAC.

15. The Texico, Texas, transition area would be designated to extend upward from 1,200 feet above the surface within 10 miles north and 7 miles south of the Texico VOR 093° and 273° True radials extending from 20 miles east to 9 miles west of the VOR. This would provide protection for aircraft in holding patterns at the Texico VOR.

Because of the time limitations imposed by the effective date of the revised holding pattern procedures, implementation of the provisions of Amendment 60–21 to the Civil Air Regulations, Part 60, Air Traffic Rules is being deferred in those instances where the alteration of control area extensions is being proposed. Upon completion of the review of the controlled airspace requirements presently being conducted attendant to these provisions, separate airspace action will be initiated to convert the control area extensions to transition areas with appropriate controlled airspace floor assignments.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Assistant Administrator, Southwest Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within fifteen days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room C–226, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on November 28, 1961.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 61–11394; Filed, Nov. 30, 1961; 8:50 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 61–AN–47]

CONTROLLED AIRSPACE

Proposed Alteration of Control Area Extension

Pursuant to the authority delegated to me by the Administrator (14 CFR 409.13), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 601.1398 of the regulations of the Administrator, the substance of which is stated below.

Effective January 1, 1962, new aircraft holding pattern procedures will be implemented by the Federal Aviation Agency. These procedures have been developed to accommodate the increasing variety of aircraft speeds and operating altitudes in the IFR environment. In addition, the procedures will provide for the containment of aircraft holding maneuvers within the holding pattern areas designed for such operation. However, it is recognized that a number of these holding pattern areas will require the designation of additional controlled airspace to encompass the increased dimensions of such area. Thus, with the designation of additional controlled airspace, the pilot need only adhere to the standardized operating procedures and limitations for his type aircraft to remain within controlled airspace.

To fulfill additional controlled airspace requirements for the implementation of these procedures in the Anchorage, Alaska, terminal area, and to provide additional controlled airspace for the radar vectoring and recovery of fighter-interceptor type aircraft operating in the Anchorage area, the Federal Aviation Agency is considering the following airspace action:

The Anchorage control area extension would be redesignated within a 55-mile radius of the Anchorage VOR extending clockwise from the northwest boundary of VOR Federal airway No. 456 southwest of Anchorage to the Anchorage VOR 309° True radial; within a 72-mile radius of the Anchorage VOR extending clockwise from the Anchorage VOR 309° True radial to the east boundary of VOR Federal airway No. 438 north of Anchorage; and within a 50-mile radius of the Anchorage VOR extending clockwise from the east boundary of VOR Federal airway No. 438 north of Anchorage to the northwest boundary of VOR Federal airway No. 456 southwest of Anchorage; excluding the portion of which would coincide with the Eagle River, Alaska, restricted area (R–2203). The portion of this control area extension which would coincide with the Anchorage, Elmendorf AFB Restricted Area/Military Climb Corridor (R–2201) would be used only after obtaining prior approval from appropriate authority. This would provide additional controlled airspace for the protection of aircraft maneuvering in high and low altitude holding patterns at the Anchorage VOR, and the Matanuska Intersection (intersections of the southeast course of the Skwentna, Alaska, radio range and the northeast course of the Anchorage radio range), and for the radar vectoring and recovery of fighter-interceptor type aircraft operating from Elmendorf Air Force Base, Alaska.

Because of the time limitations imposed by the effective date of the revised holding pattern procedures, implementation of the provisions of Amendment 60–21 to the Civil Air Regulations, Part 60, Air Traffic Rules is being deferred in this instance. Upon completion of the review of the controlled airspace requirements presently being conducted attendant to these provisions, separate airspace action will be initiated to convert this control area extension to a transition area with an appropriate controlled airspace floor assignment.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Manager, Alaskan Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 440, Anchorage, Alaska. All communications received within thirty day after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room C–226, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Division Chief .

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Washington, D.C., on November 28, 1961.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 61–11392; Filed, Nov. 30, 1961; 8:49 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Parts 7, 8, 14]

[Docket No. 14375; FCC 61-1343]

MARITIME MOBILE AND MARITIME RADIODETERMINATION OPERATIONS

Implementation of Certain Requirements of the Geneva Radio Regulations (1959); Notice of Proposed Rule Making

1. Notice is hereby given of proposed rule making in the above-entitled matter.

2. By Docket No. 13952 the Commission made initial amendments to Parts 7, 8, and 14 of the rules for the purpose of implementing the Geneva Radio Regulations (1959), principally with respect to coast and ship radiotelephone stations operating in the bands between 4 and 27.5 Mc. The proposals contained herein are the balance of the amendments to Parts 7, 8, and 14 needed to implement the Geneva Radio Regulations, with the exception of some proposals with respect to single side-band and microwave which will be made at a later date.

3. The Commission proposes to amend Parts 7, 8, and 14 of its rules so as to align operation on maritime mobile frequencies in the 156 to 174 Mc band, insofar as practicable, with Appendix 18 to the Geneva Radio Regulations (1959) (GRR) and other related requirements in those regulations. The frequency assignments in this proposed rule making reflect pertinent amendments made to Part 2 of the Commission's rules in Docket No. 11959.

4. For the international VHF maritime mobile service the Commission proposes that: (1) In addition to reservation of 156.8 Mc exclusively for safety and calling, the frequencies 156.3 and 156.4 Mc be assigned exclusively for intership communications, the former for safety communications and the latter for business and operational communications; (2) the frequencies 156.5, 156.6, 156.65, and 156.7 Mc and the frequency pair 157.0/161.6 Mc be assigned for port operation communications; and (3) five frequency pairs between and including 157.2/161.8 and 157.4/162.0 Mc be assigned for public correspondence.

5. It is proposed that those limited coast stations operating on the frequencies assigned for port operation communications (with the exception of 156.65 Mc) be equipped for operation on 156.8 Mc and that such stations also maintain an aural watch on that frequency. Since these stations are participating in the international maritime mobile service, the watch requirement of the GRR would be imposed. In view of the nature of their operations, possible exception from the watch requirement for particular stations, as provided for public correspondence coast stations, would not be allowed.

6. Frequencies have been available for approximately 10 years for assignment to ship stations in the VHF band. The increase in use of the band, particularly by noncommercial vessels, has been disappointingly small, although the possibility of use of this band to supplement and relieve congestion in the 2 Mc band has been recognized. Considering that "multichannel" requirements in the overall increase equipment costs and operating complexity and thereby deter potential users from equipping with VHF, and that many users have no interest in or particular need for provision of specific frequencies such as 156.8 and 156.3 Mc, or for that matter more than one frequency, the Commission proposes to make certain frequencies available on a "single-channel" basis. Users of public correspondence channels would be given the option of using single or multichannel equipment. The operating procedures on the public correspondence channels in the United States are well established and generally do not contemplate the use of 156.8 Mc for establishing communication. This practice is consistent with the requirements of the GRR.

7. The Commission further proposes to remove the developmental classification from the now existing "single-channel" use of 156.65 Mc for "bridge-to-bridge" communications. Under the proposal 156.65 Mc would continue to be available to users of "single-channel" equipment, when the vessel is equipped for 500 kc radiotelegraph or 2 Mc radiotelephone. A transmitter power input limitation equated to the maximum output power allowed in region 1 would be applied. It is believed that the information now available with respect to the use of "bridge-to-bridge" communication is sufficient to justify the continuation of the usage and establish it on a regular basis. The frequency 156.65 Mc is available in the GRR for port operations and it is to be expected that foreign vessels will be equipped and will desire to make use of the frequency for "bridge-to-bridge" communications in U.S. waters where such usage is existent. Accordingly, raising the present transmitter power limitation appears to be warranted to permit such participation and at the same time allow greater flexibility for domestic users.

8. Consistent with footnote (g) of Appendix 18 to the GRR the Commission proposes to make the frequencies 156.35, 156.9, and 156.95 Mc available in the maritime mobile service on a domestic basis. The frequencies would be made available for assignment to ships and limited coast stations for business and operational communications, and ship stations operating on the frequencies would not be required to be provided with 156.8 and 156.3 Mc. The frequencies 156.45 and 156.55 Mc would also be made available for business and operational communications, subject, however, to "multichannel" requirements.

9. The action proposed herein would make frequencies available, in general, for assignment solely on the basis of the type of communication involved (i.e., such as port operation, business, operational, safety or public correspondence) and without regard to the area of operation of the vessel, type of vessel, or other considerations as contained in the current rules. The Commission is of the opinion that the flexibility in the selection of working frequencies which are provided for in a "calling-working system" obviates the need for such variables and their elimination should provide for more efficient frequency usage.

10. In a petition dated October 18, 1956 and as subsequently amended by correspondence dated June 23, 1958 and May 29, 1959, the U.S. Power Squadrons (USPS), Radio Technical Committee, 96 West Street, Englewood, N.J., requested that the Commission's rules be amended so as to provide the frequency 156.95 Mc for the exclusive use of noncommercial vessels and shore stations of yacht clubs and other noncommercial boating organizations. The frequency would be used for general correspondence, within the other limitations of Part 8 for intership communications, with a three minute limitation for each communication and also for communication between ship and shore for ship's business. The organization proposes that the requirements for frequencies on the noncommercial vessels be limited to 156.8, 156.3, and 156.95 Mc and that 156.8 Mc also be available to the shore stations using 156.95 Mc. The USPS have requested the rule amendments in the interests of improved communications, safer boating, encouraging the use of VHF in the maritime service, particularly for safety and navigation purposes, simplifying enforcement problems, and relieving congestion on medium frequencies.

11. As stated in paragraph 8 of this notice, the Commission does not propose to set aside frequencies for particular classes or types of vessels, and it is further not considered feasible, in view of the relatively limited number of frequencies remaining for domestic use, to extend licensing eligibility under Part 7 of the rules to include coast stations operated by yacht clubs or similar organizations for communication with noncommercial vessels.

12. The proposed amendments to Part 14 are for the purpose of uniformly applying the requirements of Parts 7 and 8 for maritime mobile operations in the 156–174 Mc band, to the State of Alaska.

13. The GRR require, without exception, that radiotelephone ship stations equipped to work in authorized bands between 156 to 174 Mc be able to send and receive class F3 emission on 156.8 and 156.3 Mc and all the frequencies necessary for their service. As previously stated the Commission proposes that this "multichannel" requirement not be made applicable to ship station operation on the public correspondence ship station frequencies, and the frequencies 156.35, 156.65, 156.9 and 156.95 Mc. The derogation provision of Article 3, Section 3 of the GRR would be made applicable to such "single-channel" operation on the public correspondence ship station frequencies and on 156.65 Mc, since these frequencies would be available in the international maritime mobile service, but not to operations on 156.35, 156.9, and 156.95 Mc. Only domestic operations would be permitted on those latter frequencies. Marine-utility and other ship

stations of a portable nature which are not capable of a plate input power in excess of 3 watts and are excepted from "multichannel" requirements under the current rules will be limited as to the frequencies on which they can operate under the proposed rules.

14. Adoption of the above proposed amendments concerning operation on frequencies in the 156–174 Mc band will necessitate changes in frequencies for some presently licensed coast and ship stations. It is proposed that all stations affected secure authorization and be prepared to begin operation on appropriate frequencies 60 days after the proposed amendments are made effective.

15. Rule changes are proposed with respect to the maritime radiodetermination service which comprises the maritime radiolocation and maritime radionavigation services. The principal effect of these changes would be:

(1) The licensing of shore radiolocation and shore radionavigation stations using radar on a regular basis rather than developmentally as is done under the present rules. Frequency bands available for such licensing would be the same as for ship radar stations and the radar equipment would be required to be type approved.

(2) The extension of the 3000 to 3100 Mc band, on which shore and ship radiolocation and radionavigation stations (including ship radar stations) may be licensed on a regular basis downward so that the authorized band is 2900 to 3100 Mc.

(3) Adjustment of the remaining bands available developmentally to maritime radiodetermination stations to conform with recent changes to Part 2 of the rules.

16. In the implementation of the GRR relating to survival craft stations, the frequencies 500 kc and 8364 kc are made available for survival craft stations employing radiotelegraphy, and 2182 kc is made available for such stations employing radiotelephony. In addition, the frequency 121.5 Mc is made available to ship stations and survival craft stations for safety communications with stations in the aeronautical mobile service, and to survival craft stations for radiobeacon purposes (emission A2 only). Action in this proposal will be consistent with the action taken in Docket No. 14312. Type acceptance of survival craft equipment for licensing purposes would be required except where the equipment has been type approved as meeting the compulsory lifeboat radio installation requirements. Identification of survival craft stations by call sign would be required except when transmitting distress signals automatically or when operating on 121.5 Mc for radiobeacon purposes. The requirement for an operator license to operate a survival craft station while it is being used solely for survival purposes would be waived.

17. It is proposed to amend the rules to make it clear that a survival craft station will be authorized only when the parent vessel is equipped with and authorized to operate a ship station. This is consistent with present licensing practices. In explanation, it is pointed out that the role of a ship station in a distress situation is to transmit the initial alert and thereafter to provide two-way communication with rescue units to direct them to the scene of distress; whereas a survival craft station is intended to be used for supplemental communications in the event subsequent abandonment of the vessel is necessary. Because of design limitations, a survival craft station generally is not as effective as is a ship station for initial alerting and for the directing of rescue units to the scene. Consequently, it is believed that to authorize a survival craft station without a ship station on the parent ship would be contrary to the best interests of the safety radio system.

18. The Commission by a report and order released December 19, 1960, (Docket No. 13523) disposed of a petition for rule amendments filed by the National Party Boat Owners Alliance, Inc., 129 Ocean Avenue, Bayshore, Long Island, N.Y., with respect to all parts of the petition except the request concerning logkeeping requirements. That part was held in abeyance pending implementation of the GRR. The petition and associated comments by interested parties recommended relaxation of the ship radiotelephone logkeeping requirements. These recommendations have been taken into consideration in preparation of the rule amendments proposed herein and some relaxation has been proposed. The principal change with respect to ship radiotelephone station logkeeping is the elimination of the requirement for voluntarily equipped vessels and vessels subject to Title III, Part III of the Communications Act to log a summary of communications exchanged.

19. Other proposed amendments include such matters as frequency tolerance changes to align with Appendix 3 to the GRR, establishing sequence for bringing into use the public correspondence coast and port operation frequencies, specifying the GRR channel numbers for the various frequencies, restricting aircraft operation on any of the VHF maritime mobile frequencies, and definitions and changes to establish uniformity in band designators. Also numerous minor rule amendments are proposed to conform with minor changes in the International Radio Regulations and to simplify and clarify the rules.

20. The amendments below are issued under the authority contained in section 303 (c), (f), (g), and (r) and section 318 of the Communications Act of 1934, as amended.

21. Pursuant to applicable procedures set forth in § 1.213 of the Commission's rules, interested persons may file comments on or before January 5, 1962, and reply comments on or before January 15, 1962. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision in this proceeding, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this notice.

22. In accordance with the provisions of § 1.54 of the Commission's rules, an original and 14 copies of all statements, briefs, or comments filed shall be furnished the Commission.

Adopted: November 15, 1961.

Released: November 24, 1961.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Acting Secretary.

A. Part 7, Stations on Land in the Maritime Services, is amended as follows:

1. Section 7.1(b) is amended to read:

§ 7.1 Basis and purpose.

* * * * *

(b) The purpose of the rules and regulations in this part is to prescribe the manner in which portions of the radio spectrum may be made available for the use of radio for maritime operations which require radio transmitting facilities on land.

2. Section 7.2 is amended to read:

§ 7.2 General.

(a) *International radio regulations.* The radio regulations in force annexed to the International Telecommunication Convention, Geneva, 1959, as between the Government of the United States and other contracting governments; and such preceding international radio regulations as remain in force between the Government of the United States and other contracting governments.

(b) *Telecommunication.* Any transmission, emission or reception of signs, signals, writing, images and sounds or intelligence of any nature by wire, radio, optical, or other electromagnetic systems.

(c) *Radiocommunication.* Telecommunication by means of radio waves.

(d) *Public correspondence.* Any telecommunication which the offices and stations must, by reason of their being at the disposal of the public, accept for transmission.

(e) *Station.* One or more transmitters or receivers or a combination of transmitters and receivers, including the accessory equipment, necessary at one location for carrying on a radiocommunication service. Each station shall be classified by the service in which it operates permantly or temporarily.

(f) *Station authorization.* Any valid construction permit, station license, or special temporary authority for use of a station, issued by the Commission.

(g) *Person.* Includes an individual, partnership, association, joint stock company, trust, or corporation.

(h) *Permittee.* A person who holds a valid station construction permit.

(i) *Hours of service.* The period of time during each calendar day when a station is used, in conformity with the terms of the station authorization, for the rendition of its normal service.

(j) *Day.* Where the word "day" is applied to the use of a specific frequency assignment or to a specific authorized transmitter power, such use of the word "day" shall be construed to mean transmission on such frequency assignment or with such authorized transmitter power during that period of time included be-

tween 1 hour after local sunrise and 1 hour before local sunset.

(k) *Radio district.* The territory within each radio district, and the address of the engineer in charge of each radio district, is set out in section 0.49 of the Commission's "Part O—Statement of Organization, Delegations of Authority, and Other Information."

(l) *Commercial transport vessel.* Any ship or vessel which is used primarily in commerce (1) for transporting persons or goods to or from any harbor(s) or port(s) or between places within a harbor or port area, or (2) in connection with the construction, change in construction, servicing, maintenance, repair, loading, unloading, movement, piloting, or salvaging of any other ship or vessel.

(m) *Mile.* As used in this part, the term "mile" means a statute mile or 5,280 feet.

(n) *Installed.* As used in this part with respect to the requirements of radio apparatus in stations on land subject to this part, the term "installed" means installed in the particular station or vehicle to which the pertinent rule or regulation involving the use of this term is applied.

(o) *Shipyard land mobile unit.* A land vehicle operated and controlled by a shipyard and used for the transportation of shipyard personnel, material, or supplies.

3. Section 7.3 is amended by revising paragraph (b)(1), paragraphs (c) through (e), and paragraph (o) to read:

§ 7.3 Maritime mobile service.

* * * * *

(b) *Maritime and land mobile service*—(1) *Maritime mobile service.* A mobile service between coast stations and ship stations, or between ship stations, in which survival craft stations may also participate. (Aircraft stations, when transmitting on frequencies allocated to the maritime mobile service, may communicate in this service with ship stations and coast stations.)

* * * * *

(c) *Mobile station.* A station in the mobile service intended to be used while in motion or during halts at unspecified points.

(d) *Land station.* A station in the mobile service not intended to be used while in motion.

(e) *Coast station.* A land station in the maritime mobile service.

* * * * *

(o) *Base station.* A land station in the land mobile service carrying on a service with land mobile stations.

4. Section 7.4 is amended to read:

§ 7.4 Maritime determination service.

(a) *Radiodetermination.* The determination of position, or the obtaining of information relating to position, by means of the propagation properties of radio waves.

(b) *Radiodetermination service.* A service involving the use of radiodetermination.

(c) *Maritime radiodetermination service.* A radiodetermination service intended for the benefit of ships.

(d) *Radionavigation.* Radiodetermination used for the purposes of navigation, including obstruction warning.

(e) *Radionavigation service.* A radiodetermination service involving the use of radionavigation.

(f) *Maritime radionavigation service.* A radionavigation service intended for the benefit of ships.

(g) *Radionavigation land station.* A station in the radionavigation service not intended to be used while in motion.

(h) *Shore radionavigation station.* A radionavigation land station performing a maritime radionavigation service.

(i) *Radar.* A radiodetermination system based on the comparison of reference signals with radio signals reflected, or retransmitted, from the position to be determined.

(j) *Shore radar station.* A shore radionavigation station utilizing radar.

(k) *Radiolocation service.* A radiodetermination service involving the use of radiolocation.

(l) *Maritime radiolocation service.* A radiolocation service intended for the benefit of ships.

(m) *Radiolocation land station.* A station in the radiolocation service not intended to be used while in motion.

(n) *Shore radiolocation station.* A radiolocation land station performing a maritime radiolocation service.

(o) *Shore radiolocation training station.* A shore radiolocation station used solely to train and qualify persons in the effective use of maritime radiodetermination.

(p) *Shore radiolocation test station.* A shore radiolocation station used solely for testing maritime radiodetermination apparatus incident to its manufacture, installation, repair, servicing, or maintenance.

5. Section 7.6 is amended by revising paragraphs (b) and (d) to read:

§ 7.6 Developmental maritime stations on land.

* * * * *

(b) *Developmental radiodetermination station.* A radiodetermination station operated for the express purpose of developing equipment or a technique solely for use only in that portion of the non-Government radiodetermination service (including the non-Government radionavigation service) which has been specifically allocated the authorized frequency (or frequencies) of the developmental radiodetermination station.

* * * * *

(d) *Specific classification.* The specific classes of developmental stations on land licensed in the maritime mobile service, the maritime radiodetermination service (including maritime radionavigation service), and the maritime fixed services, are the same as classes defined in preceding sections of this part; however, for purposes of identification, the particular class of station is followed by the parenthetical indicator "(developmental)"; for example: "Public class III coast station (developmental)".

6. Section 7.7 is amended by revising paragraphs (a) through (c), deleting paragraph (e) including the note and inserting the word "Reserved" in lieu thereof, revising paragraph (j), and inserting new paragraphs (p) and (q) to read:

§ 7.7 Operational.

(a) *Safety communication.* The transmission or reception of distress, alarm, urgency, or safety signals, or any communication preceded by one of these signals, or any form of radiocommunication which, if delayed in transmission or reception, may adversely affect the safety of life or property.

(b) *Superfluous radiocommunication.* Any transmission that is not necessary in properly carrying on the service for which the station is licensed.

(c) *Harmful interference.* Any emission, radiation or induction which endangers the functioning of a radionavigation service or of other safety services, or seriously degrades, obstructs or repeatedly interrupts a radiocommunication service operating in accordance with regulations in this chapter.

* * * * *

(e) [Reserved]

* * * * *

(j) *Watch.* The act of listening on an international distress or calling frequency.

* * * * *

(p) *Port operations.* Communications in or near a port, or in locks or waterways, between coast stations and ship stations, or between ship stations, in which messages are restricted to those relating to the movement and safety of ships and, in emergency, to the safety of persons.

(q) *Business communication.* Radiocommunication pertaining to economic, commercial or governmental matters related directly to the purposes for which a ship is being used.

7. Section 7.8 is amended to read:

§ 7.8 Technical.

(a) *Spurious emission.* Emission on a frequency or frequencies which are outside the necessary band, and the level of which may be reduced without affecting the corresponding transmission of information. Spurious emissions include harmonic emissions, parasitic emissions and intermodulation products, but exclude emissions in the immediate vicinity of the necessary band, which are a result of the modulation process for the transmission of information.

(b) *Selective calling.* A means of calling in which signals are transmitted in accordance with a prearranged code for the purpose of operating a particular automatic attention device in use at the selected station whose attention is sought.

(c) *Frequency band of emission.* A frequency band of emission is a frequency band of which the two designated limiting frequencies are established by an emission bandwidth referred to a particular carrier frequency. For the purpose of this definition, when a carrier is not present, a frequency normally coinciding with the center of the frequency band occupied by the emission is substituted therefor.

(d) *Authorized carrier frequency.* A specific carrier frequency authorized for

use by a station, from which the actual carrier frequency is permitted to deviate, solely because of frequency instability, by an amount not to exceed the frequency tolerance.

(e) *Frequency tolerance.* The maximum permissible departure by the center frequency of the frequency band occupied by an emission from the assigned frequency or, by the characteristic frequency of an emission from the reference frequency. The frequency tolerance is expressed in parts in 10^6 or in cycles per second.

(f) *Frequency band.* A continuous range of frequencies extending between two designated limiting frequencies.

(g) *Bandwidth.* The number of cycles or kilocycles per second expressing the difference between the limiting frequencies of a frequency band.

(h) *Radio-channel.* A frequency band, sufficient in width to permit its use for radiocommunication, comprised of the emission bandwidth, the interference guard bands, and the frequency tolerance.

(i) *Emission bandwidth.* The frequency bandwidth such that, below its lower and above its upper frequency limits, the mean powers radiated are each equal to 0.5 percent of the total mean power radiated by a given emission. In some cases, for example multichannel frequency division systems, the percentage of 0.5 percent may lead to certain difficulties in the practical application of the definitions of occupied and necessary bandwidth; in such cases a different percentage may prove useful. (This definition coincides with the definition of "Occupied Bandwidth" which appears as paragraph 90 of the International Radio Regulations, Geneva, 1959.)

(j) *Interference guard bands.* The two frequency bands additional to and on either side of, the authorized frequency band, which may be provided to minimize the possibility of interference between different radio channels.

(k) *Assigned frequency.* The center of the frequency band assigned to a station.

(l) *Frequency assignment.* The specific frequency or frequencies authorized for the emission(s) of a particular station; expressed for each radio channel by:

(1) The authorized carrier frequency, the frequency tolerance, and the authorized emission bandwidth,

(2) The authorized emission bandwidth in reference to a specific assigned frequency (when a carrier does not exist), or

(3) The authorized frequency band (when a carrier does not exist).

(m) *Modulation.* The process of producing a wave, some characteristic of which varies as a function of the instantaneous value of another wave called the modulating wave.

(n) *Modulation factor.* (1) In an amplitude-modulated wave, the ratio of half the difference between the maximum and minimum amplitudes to the average amplitude.

(2) In a frequency-modulated wave, the ratio of the actual frequency swing to the frequency swing defined as 100 percent modulation.

(o) *Percentage modulation.* The modulation factor expressed in percent.

(p) *Amplitude modulation* (AM). Modulation in which the amplitude of a wave is the characteristic subject to variation.

(q) *Frequency modulation* (FM). Modulation in which the instantaneous frequency of a sine-wave carrier is caused to depart from the carrier frequency by an amount proportional to the instantaneous value of the modulating wave.

(r) *Frequency deviation.* In frequency modulation, the peak difference between the instantaneous frequency of the modulated wave and the carrier frequency.

(s) *Frequency swing.* In frequency modulation, the peak difference between the maximum and the minimum values of the instantaneous frequency.

(t) *Deviation ratio.* In frequency modulation, for a sinusoidal modulating wave, the ratio of the maximum frequency deviation to the maximum frequency of the modulating wave.

(u) *Last radio stage.* In an electron tube radio transmitter, the radiofrequency oscillator or power amplifier stage which supplies all radiofrequency power to the antenna, either directly or through the medium of a transmission line.

(v) *Plate (anode) input power.* The electrical power delivered to the plate (anode) of an electron tube by the source of supply; this power being the product of the indicated anode voltage and the indicated anode current.

(w) *Antenna power.* The power supplied by a particular radio transmitter to the antenna used in connection with that transmitter, at a radio frequency or frequencies within an authorized frequency band.

(x) *Authorized transmitter power.* The power of a particular transmitter as designated in the respective station license or construction permit or in lieu thereof, the power designated in the applicable Commission rule(s) or regulation(s). Unless specifically expressed otherwise, this power is the total plate input power to all electron tubes of the last radio stage of the transmitter which are used to supply radiofrequency power to the antenna; without modulation present in the case of a transmitter used for telephony by means of class A3 emission.

8. Section 7.103(d) is amended to read:

§ 7.103 Requirements concerning station location.

* * * * *

(d) Applicants for permits to establish coast stations for transmission within the band 156 to 174 Mc shall cooperate in the selection of sites for radio transmitting facilities so as to minimize interference (such, for example, as may be caused by intermodulation) to the service of other coast stations, base stations of any land mobile service, and U.S. Government stations.

9. Section 7.104 is amended by revising paragraphs (b)(2), (c) (2) and (4) to read:

§ 7.104 Facilities for coast stations.

* * * * *

(b) * * *

(2) Each coast station licensed to operate in the band 156 to 174 Mc shall be able to transmit and receive 156.8 Mc.

(c) * * *

(2) Each coast station licensed to operate on 156.8 Mc shall also be able to transmit and receive on at least one other channel authorized for working with ship stations in the band 156 to 174 Mc.

* * * * *

(4) Each coast station which is licensed to operate on 156.5, 156.6, 156.7, or 161.6 Mc shall also be able to transmit and receive on 156.8 Mc.

10. Section 7.106(g)(2) is amended to read:

§ 7.106 Operating controls.

* * * * *

(g) * * *

(2) A period of 3 seconds, when changing from the calling channel to a working channel and vice versa within the frequency band 156 to 174 Mc.

11. Section 7.111(b) is amended to read:

§ 7.111 Modulation adjustments for telephony.

* * * * *

(b) Coast stations, fixed stations and marine utility stations subject to this part using class F3 emission shall be capable of proper technical operation with a frequency deviation of 15 kc, which is regarded as 100 percent modulation. In general such stations shall be adjusted so that the transmission of speech normally produces, on this basis, peak modulation percentages between 75 and 100 percent.

12. Section 7.131 is amended by revising paragraph (b), the tables in paragraphs (c) and (d), and the introductory text of paragraph (e) to read:

§ 7.131 Authorized frequency tolerance.

* * * * *

(b) Authorized frequency tolerances for coast stations operating on frequencies below 515 kc or within the frequency band 1600 to 27,500 kc:

Frequency ranges:	*Parts in 10^6 unless shown as cycles per second*
(1) From 14 to 515 kc	200
(2) From 1600 to 4000 kc	50
(3) From 4000 to 27,500 kc:	
Until January 1, 1964	50
On and after Jan. 1, 1964	15

(c) * * *

Frequency ranges:	*Parts in 10^6 unless shown as cycles per second*
(1) From 30 to 50 Mc:	
For stations licensed to operate with a plate input power not in excess of 3 watts	200
For all other stations	100
(2) From 100 to 200 Mc:	
Until January 1, 1964 for stations licensed to operate with a plate input power not in excess of 3 watts	100
Until Jan. 1, 1964 for all other stations	50
On and after Jan. 1, 1964 for all stations	20

(d) * * *

Frequency or frequency range:	*Parts in 10^6 unless shown as cycles per second*
(1) From 2000 to 2450 kc: Marine fixed stations and marine receiver test stations	50
(2) For 27.255 Mc: The authorized frequency tolerance for marine control, marine repeater, and marine relay stations shall be specified in the respective station authorization.	
(3) From 72 to 76 Mc:	
Marine control, marine repeater, and marine relay stations:	
Until Jan. 1, 1964	50
On and after Jan. 1, 1964	20
(4) From 100 to 200 Mc:	
Marine receiver test stations:	
Until Jan. 1, 1964	50
On and after Jan. 1, 1964	20

(e) The frequency tolerance authorized for stations on land operating in the maritime radiodetermination service shall be:

13. Section 7.132(a) is amended by revising items (2) and (3) of the table and footnote 3 to read:

§ 7.132 Authorized classes of emission.

(a) * * *

(2) Coast stations and marine-utility stations using telephony:	
1600 kc to 30 Mc [3]	A3, A3a, A3b, and for brief operating signals A1, A2, A2a, A2b; also for brief testing A0.
30 Mc to 50 Mc	A3, A3a, A3b, F3, and for brief operating signals A1, A2, A2a, A2b, F1, F2; also for brief testing A0, F0.
156 Mc to 174 Mc [3]	F3, and for brief operating signals F1 and F2; also F0 for brief testing.
For other frequencies or frequency bands.	As designated in the station authorizations.
(3) Marine fixed stations:	
2000 kc to 2450 kc	A3, A3a, A3b, and for brief operating signals A1, A2, A2a, A2b; also for brief testing A0.
Marine receiver-test stations:	
2000 kc to 2450 kc	Primarily A3, A3a, A3b; secondarily for test calling signals A0, A1, A2a, A2b.
156 Mc to 174 Mc	Primarily F3; secondarily for test calling signals F0, F1, F2.
Marine control, marine repeater and marine relay stations:	
27.255 Mc	A1, A2, A2a, A2b, A3, and for brief testing A0.
72 Mc to 76 Mc	A1, A2, A2a, A2b, A3, F1, F2, F3, and for brief testing A0, F0.

* * * * * * *

[3] See § 7.368.

§ 7.133 [Amendment]

14. Section 7.133(c)(1) is amended by changing in the first column of the table the three specifications "For 156.35 to 162.05 Mc" to read "For 156 Mc to 174 Mc".

15. Section 7.134 is amended by revising paragraph (a), the table in paragraph (e), and paragraphs (g) and (h) to read:

§ 7.134 Authorized transmitter power.

(a) Stations on land subject to this part may use such antenna power as is necessary to carry on the service for which the station is licensed, on condition that the maximum authorized transmitter power shall, subject to the provisions of § 7.110(a), not be exceeded. Unless the station authorization specifically provides otherwise, the maximum authorized transmitter power (as defined in § 7.8(x)) shall not exceed the particular power set forth in the following paragraphs which is applicable under the controlling factors designated therein in direct relation to that power.

* * * * *

(e) * * *

Frequency-band in which operation occurs	Maximum authorized transmitter-power (without reference to modulation)		
	Public coast stations	Limited coast stations	Marine-utility stations
	Watts	*Watts*	*Watts*
35 Mc to 44 Mc	100	100	10
156.325 Mc to 156.625 Mc	----------	100	10
156.625 Mc to 156.675 Mc	----------	40	10
156.675 Mc to 161.625 Mc	250	100	10
161.775 Mc to 162.025 Mc	1,000	----------	----------

* * * * *

(g) For marine control, marine repeater, and marine relay stations operating on the frequency 27.255 Mc or within the frequency band 72 to 76 Mc, and for other classes of stations subject to this part operating on frequencies above 174 Mc, the authorized transmitter power shall be specified in the respective station authorization.

(h) For the purpose of assuring adherence to the requirements of this section, or the applicable terms of the station authorization, the authorized transmitter-power, with reference to § 7.8 (v) and (x) may be computed for electron-tube transmitters by the method set forth in the following subparagraphs: *Provided*, That when the particular transmitter is used for telephony by means of amplitude modulation (class A3 emission or class A2 or special emission for operating signals), the authorized transmitter power shall, in all instances, be measured when modulation is not present.

16. Section 7.137(b)(2) is amended to read:

§ 7.137 Special requirements for radiotelephone transmitters.

* * * * *

(b) * * *

(2) * * *

(i) When using F1, F2, or F3 emission on any frequency within the band 35 to 44 Mc or within the band 156 to 174 Mc, any spurious emission appearing on any frequency removed from the carrier frequency by not less than 20 kc nor more than 40 kc shall be attenuated 25 decibels or more below the intensity of the unmodulated carrier.

(ii) Any spurious emission appearing on any radio frequency removed from the carrier frequency by not less than 40 kc nor more than 100 kc shall be attenuated 35 decibels or more below the intensity of the unmodulated carrier.

(iii) Any spurious emission appearing on any frequency removed from the carrier frequency by not less than 100 kc, shall be attenuated below the intensity of the unmodulated carrier by not less than the amount specified herewith:

Maximum authorized transmitter power as specifically defined in § 7.8(x):	*Attenuation (decibels)*
3 watts or less	40
Over 3 watts and including 150 watts	60
Over 150 watts and including 600 watts	70
Over 600 watts	80

17. Section 7.138 is amended to read:

§ 7.138 Special requirements for radar transmitters.

(a) Each radar transmitter authorized for use in the maritime radiodetermination service (other than transmitters used in developmental stations) must be type approved by the Commission, pursuant to the type approval procedure set forth in Part 2 of this chapter.

(b) In addition to meeting all other applicable requirements, such transmitters shall not have means available for any external adjustment(s) which can result in a deviation from the terms of the station authorization or any deviation from the applicable technical requirements for stations on land subject to this part with respect to the operation of radar transmitters.

18. A new § 7.139 is inserted to read:

§ 7.139 Apparatus for generating automatically the radiotelephone alarm signal.

(a) Any device for generating the radiotelephone alarm signal (as defined by § 7.188(b)) by automatic means shall be capable of being taken out of operation at any time in order to permit the immediate transmission of a distress call and message. The device shall comply with the following requirements:

(1) The tolerance of the frequency of each tone shall be plus or minus 1.5 percent;

(2) The tolerance on the duration of each tone shall be plus or minus 50 milliseconds;

(3) The interval between successive tones shall not exceed 50 milliseconds;

(4) The ratio of the amplitude of the stronger tone to that of the weaker shall be within the range 1 to 1.2.

(b) Except for experimental or trial operation under developmental station authorization, any device for generating the radiotelephone alarm signal by automatic means, which is used or operated by a coast station subject to this part for transmission of that signal, shall be of a type specifically approved by the Commission in respect to its accuracy, reliability, and other relevant characteristics.

19. Section 7.173 is amended by revising the note to read:

§ 7.173 Secrecy of communication.

* * * * *

NOTE: See secs. 501, 502, and 605 of the Communications Act of 1934; also Article 17 of the International Radio Regulations, Geneva, 1959.

20. Section 7.181 is amended by revising paragraphs (a)(1) and (b)(1), and inserting a new footnote 2 to read:

§ 7.181 Order of priority of communications.

(a) * * *

(1) Distress calls (including the international distress signal for radiotelegraphy),[1] the international radiotelegraph alarm signal,[2] the international radiotelephone alarm signal,[2] distress messages, and distress traffic.

* * * * *

(b) * * *

(1) Distress calls (including the international distress signal for radiotelephony),[1] the international radiotelephone alarm signal,[2] distress messages, and distress traffic.

* * * * *

[2] See § 7.188 for definition of this signal.

21. Section 7.182 is amended by revising the note to read:

§ 7.182 Control by coast station.

* * * * *

NOTE: See Article 36 of the International Radio Regulations, Geneva, 1959.

22. Section 7.184 is amended to read:

§ 7.184 Transmission of traffic lists by coast stations.

(a) Public coast stations are authorized to transmit, on their normal working frequencies in the appropriate bands, lists of official call signs (or, alternatively in the use of telephony, the names of the respective ships) in alphabetical order of all mobile stations for which they have traffic on hand. These traffic lists shall be transmitted at intervals of at least two hours and not more than four hours during the working hours of the coast station. The use of calling frequencies for this purpose is prohibited; however, coast stations may announce on a calling frequency that they are about to transmit such call lists on a specified working frequency.

(b) In operating pursuant to paragraph (a) of this section, public coast stations shall be governed by the applicable provisions of the International Radio Regulations.

NOTE: See paragraphs 1067 and 1300 of the International Radio Regulations, Geneva, 1959.

23. Section 7.187 is amended to read:

§ 7.187 Procedure relative to distress communication.

(a) *Applicable regulations.* In addition to the governing provisions of the Radio Regulations, Geneva, 1959 (see Article 36 thereof) applicable to the transmission and interception of distress signals and the handling of distress traffic, land stations which are subject to this part shall, in cases of distress, be governed by the following paragraphs of this section. No provision of the International Radio Regulations shall prevent the use by a land station, in exceptional circumstances, of any means by telecommunication available to it for the purpose of assisting a mobile station in distress. A land station receiving a distress message shall, without delay, take the necessary action to advise the appropriate authorities responsible for providing for the operation of rescue facilities.

(b) *Acknowledgment of distress message.* Stations of the maritime mobile service which receive a distress message from a mobile station which is, beyond any possible doubt, in their vicinity, shall immediately acknowledge receipt. However, if it appears that the mobile station in distress is not in their vicinity, a short interval of time shall be allowed to elapse before acknowledging receipt of the message, in order to permit stations nearer to the mobile station in distress to acknowledge receipt without interference. All stations which hear a distress call shall immediately cease any transmission capable of interfering with the distress traffic and shall continue to listen on the frequency used for the emission of the distress call.

(c) *Form of acknowledgment.* (1) The acknowledgment of receipt of a distress message is transmitted, when radiotelegraphy is used, in the following form:

(i) The call sign of the station sending the distress message, sent three times;

(ii) The word "DE";

(iii) The call sign of the station acknowledging receipt, sent three times;

(iv) The group RRR;

(v) The distress signal SOS.

(2) The acknowledgment of receipt of a distress message is transmitted, when radiotelephony is used, in the following form:

(i) The call sign for other identification of the station sending the distress message, spoken three times;

(ii) The words "This Is";

(iii) The call sign or other identification of the station acknowledging receipt, spoken three times;

(iv) The word "Received";

(v) The distress signal Mayday.

(d) *Control of distress traffic.* (1) The control of distress traffic is the responsibility of the mobile station in distress or of the station which, in accordance with the governing provisions of the International Radio Regulations, has transmitted the distress message. These stations may, however, delegate the control of the distress traffic to another station.

(2) The station in distress or the station in control of distress traffic may impose silence either on all stations of the mobile service in the area or on any station which interferes with the distress traffic. It shall address these instructions "to all stations" or to one station only, according to circumstances. In either case, it shall use:

(i) In radiotelegraphy, the abbreviation QRT followed by the distress signal SOS. The use of the signal QRT SOS shall be reserved for the mobile station in distress and for the station controlling distress traffic;

(ii) In radiotelephony, the signal Seelonce Mayday. The use of this signal shall be reserved for the mobile station in distress and for the station controlling distress traffic.

(3) If it is believed to be essential, any station of the mobile service near the ship, aircraft, or other vehicle in distress, may also impose silence. It shall use for this purpose:

(i) In radiotelegraphy, the abbreviation QRT followed by the word "Distress" and its own call sign:

(ii) In radiotelephony, the word "Seelonce" followed by the word "Distress" and its own call sign or other identification.

(4) Any station which has been notified to cease transmission in connection with a situation of distress shall not resume transmission on any frequency which may cause interference to distress signals or traffic until notified by the station in control of the distress traffic that the distress traffic has ceased and transmission may be resumed, or until notified by the station issuing the original notice that transmission from the station in question will not interfere with the distress signals or traffic.

(e) *Transmission of a distress message by a station not itself in distress.* (1) A land station which learns that a mobile station is in distress shall transmit a distress message in any of the following cases:

(i) When the station in distress is not itself in a position to transmit the distress message;

(ii) When the person responsible for the land station considers that further help is necessary;

(iii) When, although not in a position to render assistance, it has heard a distress message which has not been acknowledged. At the same time, all necessary steps shall be taken to notify the authorities who may be able to render assistance.

(2) The transmission of a distress message under the conditions prescribed in subparagraph (1) of this paragraph shall be made on either or both of the international distress frequencies (500 kc radiotelegraph; 2182 kc radiotelephone) or on any other available frequency on which attention might be attracted.

(3) The transmission of the distress message under the conditions prescribed in subparagraph (1) of this paragraph shall always be preceded by the call indicated hereunder, which shall itself be preceded whenever possible by the radiotelegraph or radiotelephone alarm signal. (See § 7.188.) This call consists of:

(i) When radiotelegraphy is used:

(*a*) The signal DDD SOS SOS SOS DDD;

(*b*) The word DE;

(*c*) The call sign of the transmitting station, sent three times.

(ii) When radiotelephony is used:

(*a*) The signal Mayday Relay, spoken three times;

(*b*) The words "This Is";

(*c*) The call sign or other identification of the transmitting station, spoken three times.

(4) When the radiotelegraph alarm signal is used an interval of 2 minutes shall be allowed, whenever this is considered necessary, before the transmission of the call mentioned in subparagraph (3) (i) of this paragraph.

24. Section 7.188 is redesignated as § 7.190, and footnote 4 thereto is redesignated as footnote 3.

25. Former § 7.188 is redesignated, and a new § 7.188 is inserted to read:

§ 7.188 Radiotelegraph and radiotelephone alarm signals.

(a) The international radiotelegraph alarm signal consists of a series of 12 dashes sent in 1 minute, the duration of each dash being 4 seconds and the duration of the interval between consecutive dashes 1 second. The purpose of this special signal is the actuation of automatic devices giving the alarm to attract the attention of the operator when there is no listening watch on the distress frequency.

(b) The international radiotelephone alarm signal consists of two substantially sinusoidal audio frequency tones transmitted alternately. One tone shall have a frequency of 2200 cycles per second and the other a frequency of 1300 cycles per second, the duration of each tone being 250 milliseconds. When generated by automatic means, the radiotelephone alarm signal shall be transmitted continuously for a period of at least 30 seconds, but not exceeding one minute without a manual restart operation; when generated by other means, the signal shall be transmitted as continuously as practicable over a period of approximately 1 minute. The purpose of this special signal is to attract the attention of the person on watch or to actuate automatic devices giving the alarm.

26. Former § 7.189 is revised and redesignated, and a new § 7.189 is inserted to read:

§ 7.189 Use of alarm signals.

(a) The radiotelegraph or radiotelephone alarm signal, as appropriate, shall only be used to announce:

(1) That a distress call or message is about to follow; or

(2) The transmission of an urgent cyclone warning. In this case the alarm signal may only be used by coast stations authorized to do so; or

(3) The loss of a person or persons overboard. In this case the alarm signal may only be used when the assistance of other ships is required and cannot be satisfactorily obtained by the use of the urgency signal only, but the alarm signal shall not be repeated by other stations. The message shall be preceded by the urgency signal.

(b) In cases described in subparagraphs (2) and (3) of paragraph (a) of this section, the transmission of the warning or message by radiotelegraphy shall not begin until two minutes after the end of the radiotelegraph alarm signal.

27. Sections 7.190 through 7.192 are redesignated as §§ 7.192 through 7.194.

28. Former § 7.189 is revised and redesignated as § 7.191 to read:

§ 7.191 Radiotelephone watch by coast stations.

(a) Each public coast station licensed to use telephony shall, during its hours of service, keep watch on the radio channel(s) authorized for working, which are used normally by mobile stations for transmission by telephony to the particular coast station; or in lieu of such watch, the coast station shall, during its hours of service, monitor such radio channel(s) by any apparatus which will automatically intercept signals from mobile stations with no less efficiency than that attainable by a watch and which automatically indicates the interception of such signals by either aural or visual means.

(b) As an alternative to keeping watch on (or monitoring) the working radio channel(s) as prescribed by paragraph (a) of this section, a public coast station may, in the discretion of the station licensee, keep watch on (or monitor) the comparable radio channel(s) designated for calling by telephony (assigned frequency 2182 kc, comparable to working channels within the band 1600 to 3500 kc; assigned frequency 156.8 Mc, comparable to working channels within the band 100 to 200 Mc).

(c) (1) Each public coast station licensed to transmit by telephony on one or more frequencies within the band 1600–3500 kc shall, during its hours of service for telephony, maintain an efficient[4] watch for the reception of class A3 emission on the frequency 2182 kc whenever such station is not being used for transmission on that frequency: *Provided,* That the Commission may exempt any coast station from compliance with this requirement if it considers that the frequency 2182 kc is adequately guarded by other stations or that circumstances relative to the operation or location of the involved coast station are such as to render this requirement unreasonable or unnecessary for the purpose of this paragraph.

(2) Each public coast station licensed to transmit by telephony on one or more frequencies within the band 156 to 174 Mc shall, during its hours of service for telephony, maintain an efficient watch for the reception of class F3 emission on the frequency 156.8 Mc whenever such station is not being used for transmission on that frequency: *Provided,* That the Commission may exempt any coast station from compliance with this requirement if it considers that the frequency 156.8 Mc is adequately guarded by other stations or that circumstances relative to the operation or location of the involved coast station are such as to render this requirement unreasonable or unnecessary for the purpose of this paragraph.

(d) Each limited coast station licensed to transmit by telephony on one or more of the working frequencies 156.5, 156.6, 156.7, or 161.6 Mc, shall, during its hours of service maintain an efficient aural watch for class F3 emission on 156.8 Mc, whenever such station is not being used for transmission on that frequency. In the event 156.8 Mc is being used for distress, urgency or safety, such station shall keep an additional watch on each assigned working frequency except in the case of 161.6 Mc where watch shall be kept on the associated ship frequency 157.0 Mc.

(e) With respect to those provisions of paragraphs (a), (b), (c), and (d) of this section pertaining to watch, the person who keeps such watch shall, in each instance, and at all times during the hours of service of the station, be a person who is authorized by the station licensee to operate, in accordance with applicable law and regulations, the appropriate radiotelephone transmitting apparatus of the particular station.

29. Section 7.207 is amended by revising the headnote and paragraphs (a) and (b) to read:

§ 7.207 Frequencies for call and reply.

(a) (1) The frequency 500 kc is the general international calling frequency, which shall be used by any coast station engaged in radiotelegraphy in the authorized band 405 to 535 kc.

---

[4] This watch will not be deemed efficient unless the coast station is capable of normally receiving class A3 emission on 2182 kc from mobile stations within the associated working frequency service area of the coast station, including periods of time when the coast station is transmitting on any other authorized frequency.

(2) The frequency for replying to a call sent on the general calling frequency is 500 kc, except where the calling station requests that the reply be made on an authorized working frequency. In region 2, and in other areas of heavy traffic, ship stations should request coast stations to answer on their normal working frequency.

(3) In order to facilitate the reception of distress calls, all transmissions on the frequency 500 kc shall be reduced to a minimum.

(b) The frequency 143 kc (class A1 emission only) is the international calling frequency used by stations of the maritime mobile service in the band 90 to 160 kc. When a ship station which uses frequencies in the band 90 to 160 kc desires to establish communication with a coast station, it shall call on the frequency 143 kc unless the International List of Coast Stations provides otherwise. Coast stations shall reply on their normal working frequency in this band. The frequency 143 kc shall be used exclusively for individual calls and replies to such calls and for the transmission of signals preparatory to traffic.

30. Section 7.209 is amended to read:

§ 7.209 Use of Morse Code required.

The signal code employed for telegraphy by stations in the maritime mobile service shall be the Morse Code signals specified in the Telegraph Regulations annexed to the International Telecommunication Convention, Geneva, 1959. However, for radiotelegraph communication of a special character, the use of other signals may be specifically authorized by the Commission in response to an appropriate application therefor.

31. Section 7.212 is amended by revising paragraphs (b) and (c) to read:

§ 7.212 Radiotelegraph operating procedure.

* * * * *

(b) In order to facilitate radiotelegraph communication in the maritime mobile service, all coast stations transmitting by means of telegraphy shall, whenever practicable, use the service abbreviations ("Q" signals) listed in Appendix 13 of the International Radio Regulations, Geneva, 1959.

(c) In addition to compliance with all applicable sections of this part, the operation of coast stations using telegraphy for call, reply, and the transmission of message traffic shall, in particular, comply with all applicable provisions of Articles 29, 30, 31, 37, 38, and 39 of the International Radio Regulations, Geneva, 1959.

32. Section 7.213 is amended to read:

§ 7.213 Station documents.

(a) All public coast stations using telegraphy shall be provided with the following documents:

(1) A valid station license, available in accordance with the provisions of § 7.102;

(2) The necessary operator license(s), available in accordance with the provisions of § 7.155;

(3) The station log required by this part;

(4) The Alphabetical List of Call Signs of Stations used in the Maritime Mobile Service;

(5) The List of Ship Stations;

(6) The International Radio Regulations, Geneva, 1959;

(7) Parts 7 and 8 of this chapter.

(b) All limited coast stations using telegraphy shall be provided with the documents specified by subparagraphs (1), (2), (3), (6), and (7) of paragraph (a) of this section.

(c) These documents shall be continuously and readily available to the licensed operator on duty during the hours of service of the station.

33. Section 7.304 is amended by revising paragraphs (b) and (e) to read:

§ 7.304 Assignable frequencies.

* * * * *

(b) Each of the specific frequencies in megacycles hereinafter designated in this paragraph may be licensed as an authorized carrier frequency for use by public coast stations employing telephony by means of frequency modulation subject to and in accordance with other provisions of other applicable sections of this subpart and Subpart E of this part:

156.8
161.8 Except in Puerto Rico and the Virgin Islands.
161.85 Except in Puerto Rico and the Virgin Islands.
161.9
161.95
162.0

* * * * *

(e) In addition to the specific frequencies listed in paragraph (a) of this section, other frequencies within the bands between 2000 kc and 27.5 Mc shown in the Commission's Table of Frequency Allocations contained in § 2.106 of this chapter as being allocated for use by coast stations using telephony may be assigned to such coast stations: *Provided, however,* That initial authorizations for such frequencies shall be limited to 6 months duration.

34. Section 7.305 is amended by revising paragraphs (a) (3) and (4), and paragraph (b) to read:

§ 7.305 Frequencies for calling and distress.

(a) * * *

(3) The international safety signal and call. The safety message which follows shall, where practicable, be sent on a working frequency and a suitable announcement to this effect shall be made at the end of the call.

(4) Normal calls, replies, and brief radio operating signals but only when the use of a different carrier frequency for this function appears to be impracticable by reason of operating or equipment limitations of a mobile station: *Provided,* That as a general rule radiotelephone stations on board foreign ships shall be called on the frequency 2182 kc.

* * * * *

(b) The frequency 156.8 Mc is the international safety and calling frequency for the maritime mobile radiotelephone service in the band 156 to 174 Mc. This frequency may be used by public coast stations as prescribed in § 7.309.

35. Section 7.306(d)(2) is amended to read:

§ 7.306 Availability of frequencies below 30 Mc.

* * * * *

(d) * * *

(2) Use of the frequency 2638 kc for ship-shore communication shall be confined exclusively to safety and operational communication (see paragraphs (a), (d), (f), (g), and (o) of § 7.7). Except for safety communciation, operation on the frequency 2638 kc by coast stations shall be limited to day only (see § 7.2(j)): *Provided,* That daily operation with respect to operational communication may be continued beyond this time to the extent necessary for compliance with the provisions of § 7.186(b).

36. Section 7.307 is amended to read:

§ 7.307 Availability of frequencies above 100 Mc.

(a) Carrier frequencies assignable to public coast stations for working are designated in this section. Frequencies will be assigned in such order as to minimize interference. Each of these frequencies is available on a shared basis only and shall not be construed as available for the exclusive use of any one station licensee. These frequencies are not authorized for use in communicating with stations aboard aircraft.

Channel designator	For transmission (Mc)	For reception (Mc)
24	[1] 161.80	[1] 157.20
25	[1] 161.85	[1] 157.25
26	161.90	157.30
27	161.95	157.35
28	162.00	157.40

[1] These frequencies are not available in Puerto Rico or the Virgin Islands.

(b) The frequencies specified in paragraph (a) of this section are assignable in the sequence 161.9, 161.95, 161.85, 161.80, and 162.00 Mc primarily to public coast stations which provide service to one or more principal harbors or ports.

(c) Public coast stations which provide service to other than a principal harbor or port may be assigned the frequencies for transmission specified in paragraph (a) of this section in the sequence 161.90, 161.95, 161.85, 161.80, and 162.00 Mc upon the express condition that (1) such assignment shall be on a secondary basis with respect to use of the assigned frequencies by a station or stations providing service (existing or in the future) to one or more principal harbor or port and (2) subject to the provisions of §§ 7.180 and 7.181 interference shall not be caused to the service rendered any principal harbor or port.

§ 7.308 [Deletion]

37. Section 7.308 is deleted in its entirety.

38. Section 7.309 is amended to read:

§ 7.309 Use of assigned frequency 156.8 Mc.

(a) The frequency 156.8 Mc is authorized for call, reply and safety purposes. It may be used for messages preceded by the urgency and safety signals and, if necessary, for distress messages. It may also be used to announce transmission to be made soon thereafter, on another frequency which transmission is of general interest to ship stations, including ordinary weather and hydrographic information.

(b) The use of this frequency by public coast stations for transmission of any other category is not authorized.

(c) In general, calling and replying by public coast stations shall be conducted on a frequency authorized primarily for working.

39. Section 7.312(a) is amended to read:

§ 7.312 General radiotelephone operating procedure.

(a) *Limitations on calling.* (1) Except when transmitting a general call to all stations within range for announcing or preceding the transmission of distress, urgency, or safety messages, a public coast station shall call the particular station(s) with which it intends to communicate.

(2) Public coast stations shall call ship stations by voice unless it is known that the attention of a particular ship station with which communication is intended may be secured by other means (such as automatic actuation of a selective ringing device).

(3) Public coast stations may use authorized classes of emission for selective calling on each radio channel authorized for working. The use of selective calling on the radio channel of which either 2182 kc or 156.8 Mc is the authorized carrier frequency is prohibited.

NOTE: See those provisions of Subpart E of this part relative to authorized classes of emission.

(4) Calling a particular station, either by voice or by other means, shall not continue for a period of more than one minute in each instance. If the called station is not heard to reply, that station shall not again be called until after an interval of two minutes. When a station called does not reply to a call sent three times at intervals of two minutes, the calling shall cease and shall not be renewed until after an interval of fifteen minutes; however, if there is no reason to believe that harmful interference will be caused to other communications in progress, the call sent three times at intervals of two minutes may be repeated after a pause of not less than three minutes. In event of an emergency involving safety, the provisions of this subparagraph shall not apply.

(5) Each public coast station, when using selective calling to secure the attention of a ship station with which it intends to communicate, shall transmit the type of signal and the particular signal code necessary to actuate the automatic attention device (selective ringer) known to be installed in the particular ship station and normally used for monitoring the coast station radio channel which is used for transmitting such calls.

(6) Except in the event of an emergency involving safety, a public coast station, with respect to operation on any radio channel which is used also by other coast stations within the same communication area, shall not answer, or attempt to answer, a ship station until the latter has transmitted the call sign or name of the particular coast station with which it desires to communicate.

(7) A public coast station shall not attempt to communicate with a ship station that has specifically called another coast station until it becomes evident that the called station does not answer, or that communication between the ship station and the called station cannot be carried on because of unsatisfactory operating conditions.

40. Section 7.313 is amended to read:

§ 7.313 Station documents.

(a) Class I public coast stations, and class II public coast stations that provide communication with oceangoing vessels, shall be provided with the following documents:

(1) A valid station license, available in accordance with the provisions of § 7.102;

(2) The necessary operator license(s), available in accordance with the provisions of § 7.155;

(3) The station log required by this part;

(4) Parts 7 and 8 of this chapter;

(5) The Alphabetical List of Call Signs of Stations used in the Maritime Mobile Service;

(6) The List of Ship Stations;

(7) The International Radio Regulations, Geneva, 1959.

(b) Class II public coast stations that do not provide communication with oceangoing vessels, and class III public coast stations, shall be provided with the documents specified by subparagraphs (1), (2), (3), and (4) of paragraph (a) of this section.

(c) These documents shall be continuously and readily available to the licensed operator on duty during the hours of service of the station.

41. Section 7.354 is amended by revising paragraphs (a)(3)(iii) and (b)(5) to read:

§ 7.354 Points of communication.

(a) * * *

(3) * * *

(iii) Ship stations of a foreign country using telephony except on the frequencies 156.35, 156.9, and 156.95 Mc.

(b) * * *

(5) Such communication shall occur only on the frequencies 156.35, 156.45, 156.55, 156.9, and 156.95.

42. Section 7.356 is amended to read:

§ 7.356 Assignable frequencies above 30 Mc.

(a) The frequencies above 156 Mc listed in the following table may be authorized to limited coast stations for communication with ship stations as indicated in this section (these frequencies are not authorized for use in communicating with stations aboard aircraft):

Channel designator	Frequency (Mc)		Authorized communications
	Coast	Ship	
7	156.35	156.35	Business and operational.
9	156.45	156.45	Business and operational.
10	156.50	156.50	Port operations [3]
11	156.55	156.55	Business and operational.
12	156.60	156.60	Port operations.[3]
13	156.65	156.65	Port operations.[1]
14	156.70	156.70	Port operations.[2 3]
16	156.80	156.80	Safety and calling.
18	156.90	156.90	Business and operational.
19	156.95	156.95	Business and operational.
20	161.60	157.00	Port operations.

[1] Limited to communication with ship stations for the exchange of information concerning shore radar stations or for communication essential for the current passage of a ship or ships through locks, bridge areas, and government controlled waterways.

[2] Primarily for communication with ship stations for the exchange of information essential to the effective operation of shore radar stations.

[3] The frequencies 156.6, 156.7, and 156.5 Mc are normally assignable in that sequence unless it is necessary to omit frequencies in order to avoid harmful interference between services of neighboring coast stations or a particular frequency is selected because of a primary usage, as for 156.5 and 156.7 Mc.

(b) Carrier frequencies within the band 30 to 50 Mc which may be authorized for use by limited coast stations and marine-utility stations on shore employing either frequency modulation or amplitude modulation for telephony, for transmission and reception on the same radio channel of communication pertaining only to the business and operational needs of ships, are designated herewith:

Carrier frequency:	*Normal geographic area of use*
35.06 Mc	Gulf coast area, Puerto Rico, and Virgin Islands.
35.10 Mc	Pacific coast area and islands of the Pacific Ocean.
35.14 Mc	Atlantic coast area.
35.18 Mc	Midcontinent area, including Great Lakes.

Each of these assignable frequencies is available on a shared basis only and shall not be construed as available for the exclusive use of any one station licensee.

(c) Persons authorized pursuant to this part to operate radio stations on frequencies in the band 35–36 Mc must recognize that the band is shared with various services in other countries; that harmful interference may be caused by tropospheric and ionspheric propagation of signals from distant stations of all services of the United States and other countries operating on frequencies in this band; and that no protection from such harmful interference generally can be expected. Persons desiring to avoid such harmful interference should consider operation on available frequencies higher in the radio spectrum not generally subject to this type of difficulty.

NOTE: No new radio systems will be authorized in the maritime mobile service on the frequencies listed in paragraphs (c) and (d) of this section. An application requesting initial authority (or equivalent) to operate on one or more of these frequencies in behalf of a particular applicant will be construed as an application for a new radio system. All authorizations for the use of one or more of these frequencies will expire not later than March 31, 1963.

43. Section 7.358 is amended by revising the headnote and text to read:

§ 7.358 Conditions imposed upon assignments in the 156–174 Mc band.

(a) Normally a limited coast station shall be authorized to use only one working frequency within the frequency band 156.325 to 161.625 Mc in accordance with the table contained in § 7.356(a). Application for authority to use more than one frequency for working shall include a satisfactory showing of need for such additional frequency.

(b) The frequency 156.8 Mc is not available for assignment to limited coast stations which are authorized to operate only on 156.35, 156.9, or 156.95 Mc.

44. Section 7.359 is amended to read:

§ 7.359 Use of assigned frequency 156.8 Mc.

The frequency 156.8 Mc is authorized for call, reply and safety purposes. It may also be used for messages preceded by the urgency and safety signals, announcing the transmission on another frequency in the 156 to 174 Mc band of important maritime information, and, if necessary, for distress messages. The use of this frequency by limited coast stations for transmissions of any other category is not authorized.

§ 7.361 [Deletion]

45. Section 7.361 is deleted in its entirety.

46. Section 7.366 is amended by revising paragraph (a)(3) and paragraph (b), and deleting footnote 1, as follows:

§ 7.366 Availability of 2182 kc for limited coast stations.

(a) * * *

(3) The international safety signal and call. The safety message which follows shall, where practicable, be sent on a working frequency and a suitable announcement to this effect shall be made at the end of the call.

* * * * *

(b) When using this frequency for purposes other than distress calls and distress traffic, and urgency and safety signals and messages, the carrier power of the radio transmitter shall not exceed 100 watts.

47. Section 7.368(a) is amended to read:

§ 7.368 General radiotelephone operating procedure.

(a) *Limitations on calling.* (1) Except when transmitting a general call to several stations within range for announcing or preceding the transmission of distress, urgency, or safety messages, a limited coast station or a marine-utility station shall call the particular station(s) with which it intends to communicate.

(2) Limited coast stations shall call ship stations by voice unless it is known that the attention of a particular ship station with which communication is intended may be secured by other means (such as automatic actuation of a selective ringing device).

(3) Limited coast stations may use authorized classes of emission for selective calling on each radio channel authorized for working. The use of selective calling on the radio channel of which either 2182 kc or 156.8 Mc is the authorized carrier frequency is prohibited.

(4) Calling a particular station, either by voice or by other means, shall not continue for a period of more than thirty seconds in each instance. If the called station is not heard to reply, that station shall not again be called until after an interval of three minutes. In event of an emergency involving safety, the provisions of this subparagraph shall not apply.

(5) Each limited coast station, when using selective calling to secure the attention of a ship station with which it intends to communicate, shall transmit the type of signal and the particular signal code necessary to actuate the automatic attention device (selective ringer) known to be installed in the particular ship station and normally used for monitoring the coast station radio channel which is used for transmitting such calls.

(6) Except in the event of an emergency involving safety, a limited coast station or a marine-utility station with respect to operation on any radio channel which is used also by other stations within the same communication area, shall not answer, or attempt to answer, a station on board ship until the latter had transmitted the call sign or name of the particular shore station with which it desires to communicate.

(7) A limited coast station or a marine-utility station shall not attempt to communicate with a ship station that has specifically called another station until it becomes evident that the called station does not answer or that communication between the ship station and the called station cannot be carried on because of unsatisfactory operating conditions.

48. The title of Subpart K is amended to read: "Subpart K—Stations on Land in the Maritime Determination Service."

49. Section 7.401 is amended to read:

§ 7.401 Limitation on station authorizations.

For operation of transmitters other than radar in stations on land in the maritime radiodetermination service, only developmental station authorizations will be granted.

50. Section 7.402 is amended to read:

§ 7.402 Assignable frequencies.

(a) The following frequency bands are authorized for use by shore radionavigation stations (including shore-radar stations):

2900 Mc to 3100 Mc
5460 Mc to 5650 Mc
9300 Mc to 9500 Mc

(b) The following frequency bands are authorized for use by shore radiolocation stations:

(1) 2450 to 2500 Mc on condition that harmful interference shall not be caused to the fixed and mobile services, and on the condition that no protection shall be given from interference caused by emissions from industrial, scientific, or medical equipment.

(2)

2900 Mc to 3100 Mc
5460 Mc to 5650 Mc
9300 Mc to 9500 Mc

The use of frequencies within these bands for radiolocation shall not cause harmful interference to the radionavigation service and to the Government radiolocation service. Each shore radiolocation station in the maritime radiolocation service (used for purposes other than navigation of ships or aircraft or warning of obstructions to navigation) authorized to operate in the band 3000 to 3246 Mc as of April 16, 1953 and which operates on frequencies between 3100 and 3246 Mc may continue to operate in the band 3100 to 3246 Mc for the duration of the term of its authorization in effect as of that date. Renewals of such authorizations, however, shall be contingent upon the condition that each such station shall not cause harmful interference to U.S. Government services.

51. Section 7.471 is amended to read:

§ 7.471 Eligibility requirements.

An authorization for a marine receiver-test station may be granted to the licensee of a public coast station using telephony and having a frequency assignment for this purpose within the frequency band 2000 to 3500 kc or 156 to 174 Mc.

52. Section 7.473 is amended to read:

§ 7.473 Assignable frequencies.

The carrier frequency or frequencies assignable to a marine receiver-test station is (are) the specific carrier frequency or frequencies within the band 2000 to 3500 kc or 156 to 174 Mc used by public ship stations in transmitting by means of telephony to the particular public coast station with which the marine receiver-test station is associated; these frequencies with respect to ship stations of the United States are designated in §§ 8.354 and 8.359 of this chapter.

§ 7.501 [Amendment]

53. Section 7.501 is amended by deleting paragraph (b).

54. Section 7.503 is amended by revising paragraph (c), and deleting paragraph (d), as follows:

§ 7.503 Assignable frequencies.

* * * * *

(c) In addition to the specific frequency bands designated by § 7.402 for shore radiolocation stations, the following frequency bands are authorized for use by developmental shore radiolocation stations:

5350 Mc to 5460 Mc
9000 Mc to 9200 Mc

Use of frequencies within these bands shall not cause harmful interference to the aeronautical radionavigation service, or the Government radiolocation service.

§ 7.504 [Amendment]

55. Section 7.504 is amended by deleting paragraph (d).

§ 7.506 [Amendment]

56. Section 7.506 is amended by deleting paragraph (b).

§ 7.508 [Deletion]

57. Section 7.508 is deleted in its entirety.

§ 7.509 [Deletion]

58. Section 7.509 is deleted in its entirety.

59. Section 7.529(a) is amended to read:

§ 7.529 Assignable frequencies.

(a) Provided one of the following designated carrier frequencies in megacycles is authorized for use by a particular limited coast station in the maritime service in accordance with the applicable provisions of Subpart J of this part, such carrier frequency may be authorized for additional use by that land station for operation (on a secondary basis in reference to maritime mobile service) as a shipyard base station in a supplemental land mobile service:

156.35 156.45 156.55

B. Part 8, Stations on Shipboard in the Maritime Services, is amended as follows:

1. Section 8.1(b) is amended to read:

§ 8.1 Basis and purpose.

* * * * *

(b) The purpose of the rules and regulations in this part is to prescribe the manner in which portions of the radio spectrum may be made available for radiocommunication and radiodetermination for maritime operations and for public correspondence which require radio transmitting facilities on board ship and, for certain maritime communications, including public correspondence, on board aircraft; and to prescribe, in so far as is necessary to carry out the provisions of statute and applicable treaties and agreements relative to radio operators and radio installations on board ships for safety purposes, the details as to location, manner of installation, use and availability of the required equipment, apparatus, spare parts, and such supplementary equipment as may be necessary for the proper functioning of the required shipboard radio installations for the proper conduct of radio communication in time of emergency or distress.

2. Section 8.2 is amended by revising paragraphs (a) through (j), and paragraph (m) to read:

§ 8.2 General.

(a) *Safety Convention.* The International Convention for the Safety of Life at Sea, London, 1948, including the regulations annexed thereto.

(b) *International Radio Regulations.* The Radio Regulations in force annexed to the International Telecommunication Convention, Geneva, 1959, as between the Government of the United States and other contracting governments; and such preceding international radio regulations as remain in force between the Government of the United States and other contracting governments.

(c) *Region 1, Region 2, and Region 3.* Those geographic areas defined as "Region 1", "Region 2", and "Region 3" in Article 5 of the International Radio Regulations, Geneva, 1959.

(d) *Great Lakes Agreement.* The Agreement for the Promotion of Safety on the Great Lakes by Means of Radio and the regulations referred to therein, made by and between the Governments of the United States and Canada, which came into force on November 13, 1954.

(e) *Telecommunication.* Any transmission, emission or reception of signs, signals, writing, images, and sounds or intelligence of any nature by wire, radio, optical, or other electromagnetic systems.

(f) *Radiocommunication.* Telecommunication by means of radio waves.

(g) *Public correspondence.* Any telecommunication which the offices and stations must, by reason of their being at the disposal of the public, accept for transmission.

(h) *Station.* One or more transmitters or receivers or a combination of transmitters and receivers, including the accessory equipment, necessary at one location for carrying on a radiocommunication service. Each station shall be classified by the service in which it operates permanently or temporarily.

(i) *Ship station license.* A license authorizing the operation of a ship station, a survival craft station associated with a ship or a ship radionavigation station.

(j) *Person.* Includes an individual, partnership, association, joint stock company, trust, or corporation.

* * * * *

(m) *Radio district.* The territory within each radio district, and the address of the Engineer in Charge of each radio district, is set out in section 0.49 of the Commission's "Part 0—Statement of Organization, Delegations of Authority, and Other Information.".

3. Section 8.3 is amended by revising paragraphs (a), (c), and the three subdivision headings under paragraph (e)(2) to read:

§ 8.3 Maritime mobile service.

(a) *Mobile service.* A service of radiocommunication between mobile and land stations, or between mobile stations.

* * * * *

(c) *Mobile station.* A station in the mobile service intended to be used while in motion or during halts at unspecified points.

* * * * *

(e) * * *

(2) * * *

First Category * * *

Second Category * * *

Third Category * * *

4. Section 8.4 is amended to read:

§ 8.4 Maritime radiodetermination service.

(a) *Radiodetermination.* The determination of position, or the obtaining of information relating to position, by means of the propagation properties of radio waves.

(b) *Radiodetermination service.* A service involving the use of radiodetermination.

(c) *Maritime radiodetermination service.* A radiodetermination service intended for the benefit of ships.

(d) *Radionavigation.* Radiodetermination used for the purposes of navigation, including obstruction warning.

(e) *Radionavigation service.* A radiodetermination service involving the use of radionavigation.

(f) *Maritime radionavigation service.* A radionavigation service intended for the benefit of ships.

(g) *Radionavigation mobile station.* A station in the radionavigation service intended to be used while in motion or during halts at unspecified points.

(h) *Ship radionavigation station.* A radionavigation mobile station located on board a ship and used solely for maritime radionavigation service.

(i) *Radar.* A radiodetermination system based on the comparison of reference signals with radio signals reflected, or retransmitted, from the position to be determined.

(j) *Ship radar station.* A ship radionavigation station utilizing radar.

(k) *Radiolocation service.* A radiodetermination service involving the use of radiolocation.

(l) *Maritime radiolocation service.* A radiolocation service intended for the benefit of ships.

(m) *Radiolocation mobile station.* A station in the radiolocation service intended to be used while in motion or during halts at unspecified points.

(n) *Ship radiolocation station.* A radiolocation mobile station located on board a ship and used solely for maritime radiolocation service.

(o) *Ship radiolocation test station.* A ship radiolocation station used solely for testing maritime radionavigation apparatus incident to its manufacture, installation, repair, servicing and/or maintenance.

(p) *Radio direction finding.* Radiodetermination using the reception of radio waves for the purpose of determining the direction of a station or object.

(q) *Direction finder (radio compass).* Apparatus capable of receiving clearly perceptible radio signals and capable of taking bearings on these signals from which the true bearing and direction of the point of origin of such signals with respect to the point of reception may be determined.

5. Section 8.5 is amended by revising paragraphs (b) and (c) to read:

§ 8.5 Developmental maritime stations on board ship.

* * * * *

(b) *Developmental radiodetermination station.* A radiodetermination station operated for the express purpose of developing equipment or a technique solely for use only in that portion of the nongovernment radiodetermination service (including the nongovernment radionavigation service) which has been specifically allocated the authorized frequency (or frequencies) of the developmental radiodetermination station.

(c) *Specific classification.* The specific classes of developmental stations on board ships in the maritime mobile service and in the maritime radiodetermination service (including maritime radionavigation service) are the same as the classes defined in preceding sections of this part; however, for purposes of identification, the particular class of station is followed by the parenthetical indicator "(developmental)"; for example: "limited ship station (developmental)".

6. Section 8.6 is amended to read:

§ 8.6 Operational.

(a) *Safety communication.* The transmission or reception of distress, alarm, urgency, or safety signals, or any communication preceded by one of these signals, or any form of radiocommunication which, if delayed in transmission or reception, may adversely affect the safety of life or property.

(b) *Superfluous radiocommunication.* Any transmission that is not necessary in properly carrying on the service for which the station is licensed.

(c) *Harmful interference.* Any emission, radiation or induction which endangers the functioning of a radionavigation service or of other safety services, or seriously degrades, obstructs or repeatedly interrupts a radiocommunication service operating in accordance with regulations in this Chapter.

(d) *500 kilocycles silent period.* The three-minute period twice an hour beginning at x h 15 and x h 45, Greenwich mean time (GMT), during which the International Radio Regulations require that all transmissions (except for certain emissions designated in those regulations) must cease on all frequencies within a designated frequency band centered on 500 kc.

(e) *Watch.* The act of listening on an international distress or calling frequency.

(f) *Calling.* Transmission from a station solely to secure the attention of another station, or other stations, for a particular purpose.

(g) *Working.* Radiocommunication carried on, for a purpose other than calling, by any station or stations using telegraphy, telephony, or facsimile.

(h) *Operational communication.* Radiocommunication concerning the navigation, movement, or management of a ship or ships.

(1) *Navigation.* This includes the piloting of a vessel.

(2) *Movement.* This includes information and necessary communication relative to when and where the boat or ship will move or be moved as, for example, rendezvous at a port, basin, or marina, or for maneuvers during a cruise.

(3) *Management.* This includes the obtaining of necessary supplies for the ship, limited to immediate needs, and the scheduling of repairs or modifications to the ship, limited to communications with those directly involved in the repairs or modifications or concerned with changes in the movement of the ship because of those repairs or modifications.

(i) *Business communication.* Radio communication pertaining to economic, commercial, or governmental matters related directly to the purpose for which the ship is being used.

(j) *Port operations.* Communications in or near a port, or in locks or waterways, between coast stations, in which messages are restricted to those relating to the movement and safety of ships and, in emergency, to the safety of persons.

7. Section 8.7 is amended to read:

§ 8.7 Technical.

(a) *Spurious emission.* Emission on a frequency or frequencies which are outside the necessary band, and the level of which may be reduced without affecting the corresponding transmission of information. Spurious emissions include harmonic emissions, parasitic emissions and intermodulation products, but exclude emissions in the immediate vicinity of the necessity band, which are a result of the modulation process for the transmission of information.

(b) *Authorized carrier frequency.* A specific carrier frequency authorized for use by a station from which the actual carrier frequency is permitted to deviate, solely because of frequency instability, by an amount not to exceed the frequency tolerance.

(c) *Frequency tolerance.* The maximum permissible departure by the center frequency of the frequency band occupied by an emission from the assigned frequency or, by the characteristic frequency of an emission from the reference frequency. The frequency tolerance is expressed in parts in 10^6 or in cycles per second.

(d) *Frequency band.* A continuous range of frequencies extending between two designated limiting frequencies.

(e) *Bandwidth.* The number of cycles or kilocycles per second expressing the difference between the limiting frequencies of a frequency band.

(f) *Radio channel.* A frequency band, sufficient in width to permit its use for radiocommunication, comprised of the emission bandwidth, the interference guard bands, and the frequency tolerance.

(g) *Emission bandwidth.* The frequency bandwidth such that, below its lower and above its upper frequency limits, the mean powers radiated are each equal to 0.5 percent of the total mean power radiated by a given emission. In some cases, for example multichannel frequency division systems, the percentage of 0.5 percent may lead to certain difficulties in the practical application of the definitions of occupied and necessary bandwidth; in such cases a different percentage may prove useful. (This definition coincides with the definition of "Occupied Bandwidth" which appears as paragraph 90 of the International Radio Regulations, Geneva, 1959.)

(h) *Interference guard bands.* The two frequency bands additional to and on either side of, the authorized frequency band, which may be provided to minimize the possibility of interference between different radio channels.

(i) *Assigned frequency.* The center of the frequency band assigned to a station.

(j) *Frequency assignment.* The specific frequency or frequencies authorized for the emission(s) of a particular station; expressed for each radio channel by:

(1) The authorized carrier frequency, the frequency tolerance, and the authorized emission bandwidth in relation to the authorized carrier frequency.

(2) The authorized emission bandwidth in reference to a specific assigned frequency (when a carrier does not exist), or

(3) The authorized frequency band (when a carrier does not exist).

(k) *Modulation.* The process of producing a wave some characteristic of which varies as a function of the instantaneous value of another wave, called the modulating wave.

(l) *Modulation factor.* (1) In an amplitude-modulated wave, the ratio of half the difference between the maximum and minimum amplitudes to the average amplitude.

(2) In a frequency-modulated wave, the ratio of the actual frequency swing to the frequency swing defined as 100 percent modulation.

(m) *Percentage modulation.* The modulation factor expressed in percent.

(n) *Amplitude modulation (AM).* Modulation in which the amplitude of a wave is the characteristic subject to variation.

(o) *Frequency modulation (FM).* Modulation in which the instantaneous frequency of a sine-wave carrier is caused to depart from the carrier frequency by an amount proportional to the instantaneous value of the modulating wave.

(p) *Frequency deviation.* In frequency modulation, the peak difference between the instantaneous frequency of the modulated wave and the carrier frequency.

(q) *Frequency swing.* In frequency modulation, the peak difference between the maximum and the minimum values of the instantaneous frequency.

(r) *Deviation ratio.* In frequency modulation, for a sinusoidal modulating wave, the ratio of the maximum frequency deviation to the maximum frequency of the modulating wave.

(s) *Last radio stage.* In an electron tube radio transmitter, the radiofrequency oscillator or power amplifier stage which supplies all radiofrequency power to the antenna, either directly or through the medium of a transmission line.

(t) *Plate (anode) input power.* The electrical power delivered to the plate (anode) of an electron tube by the source of supply; this power being the product of the indicated anode voltage and the indicated anode current.

(u) *Antenna power.* The power supplied by a particular radio transmitter to the antenna used in connection with that transmitter, at a radio frequency or frequencies within an authorized frequency band.

(v) *Authorized transmitter power.* The power of a particular transmitter as designated in the respective station li-

cense or, in lieu thereof, the power designated in the applicable rule(s) or regulation(s). Unless specifically expressed otherwise, this power is the total plate input power to all electron tubes in the last radio stage of the transmitter which are used to supply radiofrequency power to the antenna, without modulation present in the case of a transmitter used for telephony by means of class A3 emission.

(w) *Frequency band of emission.* A frequency band of emission is a frequency band of which the two designated limiting frequencies are established by an emission bandwidth referred to a particular carrier frequency. For the purpose of this definition, when a carrier is not present, a frequency normally coinciding with the center of the frequency band occupied by the emission is substituted therefor.

8. Section 8.21 is amended to read:

§ 8.21 Authorization required for operation of a radio station.

Any radio station required by the Communications Act to be licensed shall not be operated in any service regulated by this part except under and in accordance with a valid station authorization granted by the Commission. Further, the operation of such apparatus shall be conducted in conformity with the provisions of statute, international treaty or agreement, and the rules of the Commission relative to the licensing of operators.

NOTE: The Commission has exempted certain low power radio devices from its general licensing requirements. The extent of this exemption and related matters are set forth in Part 15 of this chapter, Incidental and Restricted Radiation Devices. Licensing procedures and exemptions applicable to radio apparatus used for medical purposes not involving radiocommunication are set forth in Part 18 of this chapter, Industrial, Scientific, and Medical Service.

9. Section 8.22 is amended to read:

§ 8.22 Administrative classification of stations.

(a) Stations in the maritime mobile service subject to this part are licensed according to the class of station normally as designated below:

(1) Public ship stations authorized to employ telegraphy for public correspondence:

(i) First category;

(ii) Second category;

(iii) Third category;

(2) Public ship stations not authorized to employ telegraphy for public correspondence;

(3) Limited ship stations;

(4) Marine utility stations;

(5) Survival craft stations.

(b) Public ship stations not authorized to employ telegraphy for public correspondence are licensed as public ship stations (one class) without distinction relative to hours of service for public correspondence.

(c) Limited ship stations are licensed (one class) without distinction relative to hours of service.

(d) One ship station license is issued in behalf of one station licensee to authorize the operation of a ship station which is within more than one class as enumerated in paragraph (a) of this section. In all such cases, if the station by reason of any portion of its use or operation, comes within the definition of a public ship station (as defined by § 8.3 (e)), it is licensed as a public ship station, if the station is authorized to employ telegraphy for public correspondence, it is further classified in accordance with paragraph (a) (1) of this section.

(e) Survival craft stations are normally authorized by listing the transmitting equipment on the ship station license.

(f) Stations in the maritime radiolocation service subject to this part are licensed according to the class of station, normally as designated below:

(1) Ship radiolocation stations.

(2) Ship radiolocation-test stations.

(g) Stations in the maritime radionavigation service subject to this part, including ship radar stations, are normally licensed as ship radionavigation stations.

§ 8.61 [Deletion]

10. Section 8.61 is deleted in its entirety.

11. Section 8.68 is amended by revising the headnote and text to read:

§ 8.68 Authority for survival craft stations.

Authority to operate a survival craft station will be granted only when the parent vessel is equipped with and authorized to operate a ship station.

12. Section 8.104 is amended by revising paragraphs (b) and (e), and paragraph (f) (2) to read:

§ 8.104 Operating controls.

* * * * *

(b) Every ship station using telegraphy for normal traffic shall be provided with a device permitting changeover from telegraph transmission to telegraph reception and vice versa without manual switching. In addition, these stations should be able to listen on the reception frequency during the course of periods of transmission.

* * * * *

(e) Each ship station using a multichannel installation for telegraphy (except equipment intended for use only in emergencies on frequencies below 515 kc) shall, when the authorized operator is present at the principal operating location, be capable of changing, after the need to do so occurs, from each operating radio channel to any other operating radio channel for transmission or reception by means of telegraphy within:

(1) A period of five seconds if the particular radio channels are within the same characteristic portion of the spectrum; or

(2) A period of fifteen seconds if the particular radio channels are not within the same characteristic portion of the spectrum.

(f) * * *

(2) A period of three seconds, when changing from the calling channel to a working channel and vice versa within the frequency band 156 to 174 Mc.

13. Section 8.105 is amended by revising paragraphs (a) and (c) to read:

§ 8.105 Required radio channels for telegraphy.

(a) Each ship station using telegraphy on frequencies within the band 405–535 kc shall be capable of transmitting and receiving classes A1 and A2 emission on the frequency 500 kc, and on at least two working frequencies within this band. When a radiotelegraph installation is compulsory fitted for safety purposes, a fourth frequency within this band which is authorized specifically for direction finding must be provided also.

* * * * *

(c) Each ship station using telegraphy on the specific frequencies in the bands between 4000 and 27,500 kc authorized by the International Radio Regulations, Geneva, 1959, exclusively for the maritime mobile service shall, in each of the bands for which facilities are provided to carry on its service, be capable of transmitting and receiving class A1 emission on at least one radio channel authorized for calling and at least two radio channels authorized for working.

14–15. Section 8.106 is amended to read:

§ 8.106 Required radio channels for telephony.

(a) Ship stations licensed for telephony within the band 1600 to 4000 kc shall be capable of transmitting and receiving class A3 emission (modulation by voice frequencies) on the frequency 2182 kc.

(b) Each ship station using telephony on frequencies within the band 1600 to 4000 kc which is licensed to transmit on the frequency 2182 kc shall be capable of receiving on this frequency and if used for other than safety communications shall be capable also of transmitting and receiving (and shall be licensed to transmit) class A3 emission (modulation by voice frequencies) on at least two working frequencies within this band.

(c) Each ship station and each marine utility ship station, which is licensed to operate in the band 156 to 174 Mc, shall be able to transmit and receive on the frequencies 156.3, 156.8 Mc and all the frequencies in the band 156 to 174 Mc necessary for their service: *Provided, however,* That this requirement shall not be applicable when the station is equipped to operate in this band:

(1) Solely on 156.35, 156.9, or 156.95 Mc.

(2) Solely on 156.65 Mc, or any frequency available only for communication with public coast stations in the 156 to 174 Mc band, on condition that harmful interference shall not be caused by reason of exception from the requirement contained in this paragraph, to the service of any ship station which complies with the requirement of this paragraph and is operating on the same frequency, and on the further condition, in the case of 156.65 Mc, that the vessel on which the station is located is capable of operation on the frequency 500 kc and two working frequencies in the band 415 to 515 kc, or the frequency 2182 kc and two working frequencies for telephony in the band 1605 to 3500 kc.

§ 8.116 [Deletion]

16. Section 8.116 is deleted in its entirety.

17. Section 8.131 is amended to read:

§ 8.131 Authorized frequency tolerance.

(a) Unless the particular instrument of authorization specifically provides otherwise, the frequency tolerances authorized for stations on board ships subject to this part shall be as prescribed in paragraphs (b) through (e) of this section.

(b) Authorized frequency tolerances for ship and survival craft stations operating on frequencies below 515 kc or within the frequency band 1600 to 27500 kc:

Frequency ranges:	*Parts in 10^6 unless shown as cycles per second*
(1) From 100 to 515 kc (except for transmitters of the classes specified in (2) and (3) below)	1000
(2) From 100 to 515 kc; emergency transmitters only, the use of which is confined solely to safety communication as defined in § 8.6(a)	3000
(3) Survival craft stations on 500 kc	5000
(4) Ship stations from 1600 to 2070 kc and 2080 to 3500 kc	200
(5) Ship stations from 2070 to 2080 kc	50
(6) Survival craft stations on 2182 kc	200
(7) Stations when using frequencies within the band 4000 to 27500 kc:	
Ship stations using class A1 emission	200
Ship stations using other than A1 emission	50
Survival craft stations on 8364 kc	200

(c) Authorized frequency tolerances for ship and survival craft stations operating on frequencies above 30 Mc:

(1) From 30 to 50 Mc:	
For stations licensed to operate with a plate input power not in excess of 3 watts	200
For all other stations	100
(2) From 100 to 200 Mc except for 121.5 Mc:	
Until Jan. 1, 1964, for ship stations licensed to operate with a plate input power not in excess of 3 watts	100
Until Jan. 1, 1964, for all other ship stations	50
On and after Jan. 1, 1964, for all ship stations	20
(3) Ship stations and survival craft stations on 121.5 Mc	50

(d) For stations in the maritime radiodetermination service (other than ship radar stations) the authorized frequency tolerance shall be specified in the instrument of authorization.

(e) The frequency tolerance authorized for ship radar stations is prescribed as follows: The frequency at which maximum emission occurs shall be within the authorized frequency band and shall not be closer than 1.5/T megacycles per second to the upper and lower limits of the authorized frequency band, where "T" is the pulse duration in microseconds.

18. Section 8.132 is amended by revising items (1) and (2) of the table in paragraph (a) to read:

§ 8.132 Authorized classes of emission.

(a) * * *

(1) Stations using telegraphy:	A1, and for brief testing A0.
100 to 160 kc	A1, A2,[2] A2a,[2] A2b,[2] and for brief testing A0.
160 to 515 kc	A1, and for brief testing A0, except for survival craft stations which, in addition, may use class A2 emission.
2065 to 2070 kc and 2080 to 25,000 kc.	Wide-band telegraphy, facsimile and special transmission systems. Manual International Morse code and telephony are excluded.
2070 to 2080 kc	
(2) Stations using telephony:	A3, A3a, A3b; and for brief operating signals A1, A2, A2a, A2b; also for brief testing A0.
1600 kc to 30 Mc [3]	A3, A3a, A3b, F3; and for brief operating signals A1, A2, A2a, A2b, F1, F2; also for brief testing A0, F0.
30 to 50 Mc	
121.5 Mc	A3 for ship stations and any amplitude modulated emission for survival craft stations.
156 to 174 Mc	
For other frequencies or frequency bands.	F3; and for brief operating signals F1 and F2; also for brief testing F0.
	As designated in the station authorization.

§ 8.133(c)(1) [Amendment]

19. Section 8.133(c)(1) is amended by changing in the first column of the table the three specifications "For 156.25 to 157.45 Mc" to read "For 156 Mc to 174 Mc".

20. Section 8.134 is amended by revising paragraph (a), the text following the table in paragraph (c)(2), and paragraph (e) through paragraph (h)(1) to read:

§ 8.134 Authorized transmitter power.

(a) Stations on board ship subject to this part may use such antenna power as is necessary to carry on the service for which the station is licensed, on condition that the maximum authorized transmitter power shall, subject to the provisions of § 8.110(a), not be exceeded; and on condition that the minimum authorized transmitter power shall not be less than that designated in paragraph (c) of this section. Unless the station authorization specifically provides otherwise, the maximum authorized transmitter power (as defined in § 8.7(v)) shall not exceed the particular power set forth in paragraphs (b) through (h) of this section which is applicable under the controlling factors designated therein in direct relation to that power. Unless the station license specifically provides otherwise, the minimum authorized transmitter power shall not be less than the particular power set forth in paragraph (c) of this section.

* * * * *

(c) * * *

(2) * * *

Provided, however, That the Commission may specifically license the use of authorized transmitter power less than that specified in the foregoing table, for telephone communication on frequencies within the band 2000 to 4000 kc on condition that the applicant or station licensee shall make a satisfactory showing to the Commission that, with the plate (anode) input power to be used (see § 8.7(t)) a minimum radio frequency field intensity of 7.4 millivolts per meter will be obtained on each such frequency at a distance over sea water of one statute mile (over fresh water, the minimum radiofrequency field intensity is reduced to 4.8 millivolts per meter at one statute mile) from the ship station independent of the direction in which the ship is headed.

* * * * *

(e) For ship stations (except marine-utility ship stations) using class F3 emission in the band 35 to 44 Mc, the maximum authorized transmitter power is 100 watts. For marine-utility ship stations the maximum authorized transmitter power in this band is 10 watts.

(f) For ship stations (except marine-utility ship stations) using class F3 emission in the band 156 to 174 Mc, the maximum authorized transmitter power is 100 watts in Regions 2 and 3, and 40 watts in Region 1, except that the maximum authorized transmitter power for use on 156.65 Mc is 40 watts. For marine-utility ship stations the maximum authorized transmitter power in this band is 10 watts.

(g) For stations on board ship which are licensed to transmit on frequencies above 174 Mc, the authorized power shall be specified in the respective station license.

(h)(1) For the purpose of assuring adherence to the requirements of this section or the applicable terms of the station authorization, the authorized transmitter power, with reference to paragraphs (t) and (v) of § 8.7, may be computed for electron-tube transmitters by the method set forth in the following subparagraphs: *Provided,* That when the particular transmitter is used for telephony by means of amplitude modulation (class A3 emission and secondarily class A2 or special emission for operating signals) the authorized transmitter power may be measured when modulation is not present.

21. Section 8.135(a) is amended by revising the introductory text to read:

§ 8.135 Suppression of interference from receiving apparatus.

(a) The use or operation of any radio receiving system or apparatus on board a ship of the United States (excluding lifeboats and other survival craft) shall not, by reason of emission therefrom cause harmful interference to any authorized maritime mobile or maritime radiodetermination service or impair the efficiency of any auto alarm or watch on any radio frequency used for either of these services: *Provided,* That this regulation shall not prevent the use or operation of any radio receiving apparatus

or system on board ship when the installation or use thereof is required by act of Congress or any treaty to which the United States is a party unless the Commission finds that the interfering emission from such apparatus or system is capable of:

22. Section 8.136 is amended by revising paragraphs (b)(3) and (d)(1) to read:

§ 8.136 Spurious emission limitations.

* * * * *

(b) * * *

(3) On any frequency removed from the center of the authorized frequency band of emission by more than 250 percent of the authorized emission bandwidth: by at least the number of decibels equal to $40+10 \log_{10} P$, where P is the maximum "authorized transmitter power" in watts as such power is specifically defined in § 8.7(v) without applying the power tolerance prescribed in § 8.110(a).

* * * * *

(d) * * *

(1) Survival craft transmitters;

23. Section 8.137 is amended by revising paragraph (a), and deleting paragraph (c), as follows:

§ 8.137 Special requirements for radiotelephone transmitters.

(a) In order to be type accepted each radiotelephone transmitter shall automatically prevent modulation in excess of 100 percent. This requirement, however, shall not apply to transmitters licensed for an authorized transmitter-power not exceeding three watts or to survival craft station transmitters. In the event the operation of any licensed radiotelephone transmitter causes harmful interference to any authorized radio service by reason of excessive modulation, the Commission may, in its discretion, require that the use of such transmitter be discontinued until it will automatically prevent modulation in excess of 100 percent.

24. Section 8.138(b)(1) is amended to read:

§ 8.138 Special requirements for ship-radar transmitters.

* * * * *

(b)(1) The design and construction of the radar transmitter shall be such that, when properly installed, its use will not produce harmful interference to any other radiodetermination service or any maritime mobile service;

25. Section 8.139 is amended by revising the headnote and inserting a new paragraph (b) to read:

§ 8.139 Transmitters required to be type accepted for licensing.

* * * * *

(b) Each survival craft station transmitter which has not been type approved pursuant to § 8.520 shall be type accepted for licensing.

26. Section 8.140 is amended by revising paragraph (a), adding a footnote 1, and deleting the note following paragraph (b), as follows:

§ 8.140 Type acceptance of equipment.

(a) Any manufacturer of a radio transmitter intended for use or used in ship stations, marine-utility stations, or survival craft stations may request type acceptance for such transmitters by following the type acceptance procedure set forth in Part 2 of this chapter.[1]

[1] Except transmitters provided on board ship for compliance with radiotelegraph requirements of Title III, Part II of the Communications Act of 1934, as amended.

27. A new § 8.141 is inserted to read:

§ 8.141 Special requirements for survival craft stations.

(a) Equipment provided for use in survival craft stations shall, if capable of transmitting on:

(1) The frequency 500 kc, be able to use class A2 emission.

(2) The frequency 2182 kc, be able to use class A3 emission.

(3) The frequency 8364 kc, be able to use class A2 emission.

(4) The frequency 121.5 Mc, be able to use amplitude modulated emission.

(b) If a receiver is provided, it shall be capable of receiving the frequency and types of emission which the transmitter is capable of using: *Provided,* That if the transmitter frequency is 8364 kc the receiver shall be capable of receiving A1 and A2 emissions throughout the band 8320 to 8745 kc: *And further provided,* That if the transmitter frequency is 121.5 Mc, the receiver shall be capable of receiving A3 emissions.

(c) Survival craft transmitters operating on the frequency 500 kc or on the frequency 8364 kc shall be capable of manual keying. If provisions are made for automatically transmitting the radiotelegraph alarm signal or the radiotelegraph distress signal, such provisions shall meet the requirements of § 8.557(b)(4)(i), (ii), (v) and (vi).

28. A new § 8.142 is inserted to read:

§ 8.142 Apparatus for generating automatically the radiotelephone alarm signal.

(a) Any device for generating the radiotelephone alarm signal (as defined by § 8.245(b)) by automatic means shall be capable of being taken out of operation at any time in order to permit the immediate transmission of a distress call and message. The device shall comply with the following requirements:

(1) The tolerance of the frequency of each tone shall be plus or minus 1.5 percent;

(2) The tolerance on the duration of each tone shall be plus or minus 50 milliseconds;

(3) The interval between successive tones shall not exceed 50 milliseconds;

(4) The ratio of the amplitude of the stronger tone to that of the weaker shall be within the range 1 to 1.2.

(b) Except for experimental or trial operation under developmental station authorization, any device for generating the radiotelephone alarm signal by automatic means, which is used or operated by a mobile station subject to this part for transmission of that signal, shall be of a type specifically approved by the Commission in respect to its accuracy, reliability, and other relevant characteristics.

29. Section 8.155 is amended by revising the introductory text of paragraph (b)(1), and inserting a new paragraph (c) to read:

§ 8.155 Waivers of operator license.

* * * * *

(b) *For ship-radar.* (1) No radio operator license is required for the operation on board ship, during the course of the normal rendition of service, of ship-radar stations: *Provided,* That the following conditions are met or provided for by the licensee of the station:

* * * * *

(c) *For survival craft.* The provisions contained in section 318 of the Communications Act are waived, insofar as such provisions require any person to hold an operator's license in order to operate a survival craft station while it is being used solely for survival purposes.

§ 8.172 [Deletion]

30. Section 8.172 is deleted in its entirety.

31. Section 8.173 is amended to read:

§ 8.173 Authority of the master.

(a) Except as may be regulated by law or international agreement or by the rules of the Commission, the service of each station on board ship shall at all times be under the supreme control of the master, who shall require that each operator of such station comply with the International Radio Regulations in force and that the ship station for which the operator is responsible is used, at all times, in accordance with those regulations.

(b) However, during any period in which the Department of Defense lawfully may exercise and is in fact lawfully exercising emergency controls over United States merchant shipping, no provisions of the Commission's rules and regulations shall prevent the master of any ship of the United States from taking any action whatsoever in regard to the radio installation, the operators, the transmission and receipt of messages, and the radio service of the ship whenever in his discretion such action is necessary to carry out instructions of the Department of Defense.

32. Section 8.174 is amended by revising the note to read:

§ 8.174 Secrecy of communication.

* * * * *

NOTE: See secs. 501, 502, and 605 of the Communications Act; also Article 17 of the International Radio Regulations, Geneva, 1959.

33. Section 8.177 is amended by revising paragraphs (a)(1) and (b)(1), footnote 1, and inserting a new footnote 2 to read:

§ 8.177 Order of priority of communications.

(a) * * *

(1) Distress calls (including the international distress signal for radiotelegraphy),[1] the international radio-

telegraph alarm signal,[2] the international radiotelephone alarm signal,[2] distress messages, and distress traffic.

* * * * *

(b) * * *

(1) Distress calls (including the international distress signal for radiotelephony),[1] the international radiotelephone alarm signal,[2] distress messages, and distress traffic.

[1] See § 8.234 for definition of this signal.
[2] See § 8.245 for definition of this signal.

34. Subpart J (§§ 8.231–8.241) is deleted and the following new Subpart J (including a new title and new §§ 8.231–8.250) is inserted to read:

Subpart J—Distress, Alarm, Urgency, and Safety

§ 8.231 Applicable regulations.

In addition to the governing provisions of the International Radio Regulations, Geneva, 1959 (see Article 36 thereof) applicable to the transmission and interception of distress, alarm, urgency and safety signals and messages, mobile stations which are subject to this part shall be governed by this subpart in cases of distress, alarm, urgency, or safety transmissions.

§ 8.232 Authority for distress transmission.

No provision of the International Radio Regulations prevents the use by a mobile station in distress of any means at its disposal to attract attention, make known its position, and obtain help. A distress call and message, however, shall be transmitted only on the authority of the master or person responsible for the mobile station. No person shall knowingly transmit, or cause to be transmitted, any false or fraudulent signal of distress or communication relating thereto.

§ 8.233 Radio channels for distress.

(a) In case of distress, mobile radiotelegraph stations provided with frequencies in the bands between 405 and 535 kc shall use the international radiotelegraph distress frequency 500 kc, with maximum transmitter power obtainable, when requesting assistance from the maritime services; the class of emission to be used if possible shall be A2. Ship radiotelegraph stations which cannot transmit on 500 kc should use any other available frequency on which attention might be attracted.

(b) In case of distress, mobile radiotelephone stations provided with frequencies in the authorized bands between 1605 and 4000 kc shall use the international radiotelephone distress frequency 2182 kc, preferably with class A3 emission, when requesting assistance from the maritime services. Ship radiotelephone stations which cannot transmit on 2182 kc should use any other available frequency on which attention might be attracted.

§ 8.234 Distress signals.

(a) The international radiotelegraph distress signal consists of the group "three dots, three dashes, three dots" (. . . — — — . . .), symbolized herein by SOS, transmitted as a single signal in which the dashes are slightly prolonged so as to be distinguished clearly from the dots.

(b) The international radiotelephone distress signal consists of the word "Mayday," pronounced as the French expression "m'aider".

(c) These distress signals indicate that a mobile station is threatened by grave and imminent danger and requests immediate assistance.

§ 8.235 Distress calls.

(a) The distress call sent by radiotelegraphy consists of:

(1) The distress signal SOS, sent three times;

(2) The word "DE;"

(3) The call sign of the mobile station in distress, sent three times.

(b) The distress call sent by radiotelephony consists of:

(1) The distress signal M a y d a y spoken three times;

(2) The words "This is;"

(3) The call sign (or name, if no call sign assigned) of the mobile station in distress, spoken three times.

(c) The distress call shall have absolute priority over all other transmissions. All stations which hear it shall immediately cease any transmission capable of interfering with the distress traffic and shall continue to listen on the frequency used for the emission of the distress call. This call shall not be addressed to a particular station and acknowledgment of receipt shall not be given before the distress message which follows it is sent.

§ 8.236 Distress messages.

(a) The radiotelegraph distress message consists of:

(1) The distress signal $\overline{\text{SOS}}$;

(2) The name of the mobile station in distress;

(3) Particulars of its position;

(4) The nature of the distress;

(5) The kind of assistance desired;

(6) Any other information which might facilitate rescue.

(b) The radiotelephone distress message consists of:

(1) The distress signal Mayday;

(2) The name of the mobile station in distress;

(3) Particulars of its position;

(4) The nature of the distress;

(5) The kind of assistance desired;

(6) Any other information which might facilitate rescue, (for example, the length, color, and type of vessel; number of persons on board, etc.)

(c) As a general rule, a ship shall signal its position in latitude and longitude (Greenwich), using figures for the degrees and minutes, together with one of the words "North" or "South" and one of the words "East" or "West." In radiotelegraphy, the signal .—.—.— shall be used to separate the degrees from the minutes. When practicable, the true bearing and distance in nautical miles from a known geographical position may be given.

§ 8.237 Radiotelegraph distress call and message transmission procedure.

(a) The radiotelegraph distress procedure shall normally consist of the following six steps; however, when time is vital, the second step of this procedure, or even the first and second steps, may be omitted. These two steps of the distress procedure may also be omitted in circumstances where transmission of the alarm signal is considered unnecessary:

(1) The radiotelegraph alarm signal;

(2) The distress call and an interval of two minutes;

(3) The distress call;

(4) The distress message;

(5) Two dashes of ten to fifteen seconds each;

(6) The call sign of the mobile station in distress.

(b) The radiotelegraph distress transmissions shall be sent by means of the International Morse Code at a speed not exceeding 16 words per minute nor less than 8 words per minute.

(c) The distress message, preceded by the distress call, shall be repeated at intervals, especially during the 500 kc international silence periods, until an answer is received. The radiotelegraph alarm signal may also be repeated, if necessary.

(d) The transmissions under paragraph (a) (5) and (6) of this section, which are to permit direction-finding stations to determine the position of the station in distress, may be repeated at frequent intervals if necessary.

(e) When the mobile station in distress receives no answer to a distress message transmitted on the distress frequency, the message may be repeated on any other available frequency on which attention might be attracted.

§ 8.238 Radiotelephone distress call and message transmission procedure.

(a) The radiotelephone distress procedure shall consist of:

(1) The radiotelephone alarm signal (whenever possible);

(2) The distress call;

(3) The distress message.

(b) The radiotelephone distress transmissions shall be made slowly and distinctly, each word being clearly pronounced to facilitate transcription.

(c) After the transmission by radiotelephony of its distress message, the mobile station may be requested to transmit suitable signals followed by its call sign or name, to permit direction-finding stations to determine its position. This request may be repeated at frequent intervals if necessary.

(d) The distress message, preceded by the distress call, shall be repeated at intervals until an answer is received. This repetition shall be preceded by the radiotelephone alarm signal whenever possible.

(e) When the mobile station in distress receives no answer to a distress message transmitted on the distress frequency, the message may be repeated on any other available frequency on which attention might be attracted.

§ 8.239 Acknowledgment of receipt of distress message.

(a) Stations of the maritime mobile service which receive a distress message from a mobile station which is, beyond any possible doubt, in their vicinity, shall immediately acknowledge receipt. However, in areas where reliable communi-

cations with one or more coast stations are practicable, ship stations may defer this acknowledgment for a short interval so that a coast station may acknowledge receipt.

(b) Stations of the maritime mobile service which receive a distress message from a mobile station which, beyond any possible doubt, is not in their vicinity, shall allow a short interval of time to elapse before acknowledging receipt of the message, in order to permit stations nearer to the mobile station in distress to acknowledge receipt without interference.

§ 8.240 Form of acknowledgment.

(a) The acknowledgment of receipt of a distress message is transmitted, when radiotelegraphy is used, in the following form:

(1) The call sign of the station sending the distress message, sent three times;

(2) The word "DE;"

(3) The call sign of the station acknowledging receipt, sent three times;

(4) The group RRR;

(5) The distress signal $\overline{\text{SOS}}$.

(b) The acknowledgment of receipt of a distress message is transmitted, when radiotelephony is used, in the following form:

(1) The call sign or other identification of the station sending the distress message, spoken three times;

(2) The words "This Is;"

(3) The call sign or other identification of the station acknowledging receipt, spoken three times;

(4) The word "Received;"

(5) The distress signal Mayday.

§ 8.241 Information furnished by acknowledging station.

(a) Every mobile station which acknowledges receipt of a distress message shall, on the order of the master or person responsible for the ship, aircraft, or other vehicle carrying such mobile station, transmit as soon as possible the following information in the order shown:

(1) Its name;

(2) Its position, in the form prescribed in § 8.236(c);

(3) The speed at which it is proceeding towards, and the approximate time it will take to reach, the mobile station in distress.

(b) Before sending this message, the station shall ensure that it will not interfere with the emissions of other stations better situated to render immediate assistance to the station in distress.

§ 8.242 Transmission of distress message by a station not itself in distress.

(a) A mobile station or a land station which learns that a mobile station is in distress shall transmit a distress message in any of the following cases:

(1) When the station in distress is not itself in a position to transmit the distress message;

(2) When the master or person responsible for the ship, aircraft, or other vehicle not in distress, or the person responsible for the land station, considers that further help is necessary;

(3) When, although not in a position to render assistance, it has heard a distress message which has not been acknowledged. When a mobile station transmits a distress message under these conditions, it shall take all necessary steps to notify the authorities who may be able to render assistance.

(b) The transmission of a distress message under the conditions prescribed in paragraph (a) of this section shall be made on either or both of the international distress frequencies (500 kc radiotelegraph; 2182 kc radiotelephone) or on any other available frequency on which attention might be attracted.

(c) The transmission of the distress message shall always be preceded by the call indicated below, which shall itself be preceded whenever possible by the radiotelegraph or radiotelephone alarm signal. This call consists of:

(1) When radiotelegraphy is used:

(i) The signal $\overline{\text{DDD}}$ $\overline{\text{SOS}}$ $\overline{\text{SOS}}$ $\overline{\text{SOS}}$ $\overline{\text{DDD}}$;

(ii) The word "DE;"

(iii) The call sign of the transmitting station, sent three times.

(2) When radiotelephony is used:

(i) The signal Mayday Relay, spoken three times;

(ii) The words "This Is;"

(iii) The call sign or other identification of the transmitting station, spoken three times.

(d) When the radiotelegraph alarm signal is used, an interval of two minutes shall be allowed, whenever this is considered necessary, before the transmission of the call mentioned in paragraph (c)(1) of this section.

§ 8.243 Control of distress traffic.

(a) Distress traffic consists of all messages relating to the immediate assistance required by the mobile station in distress. In distress traffic, the distress signal shall be sent before the call and at the beginning of the preamble of any radiotelegram.

(b) The control of distress traffic is the responsibility of the mobile station in distress or of the station which, pursuant to § 8.242(a), has sent the distress message. These stations may, however, delegate the control of the distress traffic to another station.

(c) The station in distress or the station in control of distress traffic may impose silence either on all stations of the mobile service in the area or on any station which interferes with the distress traffic. It shall address these instructions "to all stations" or to one station only, according to circumstances. In either case, it shall use:

(1) In radiotelegraphy, the abbreviation QRT, followed by the distress signal SOS. The use of the signal QRT SOS shall be reserved for the mobile station in distress and for the station controlling distress traffic;

(2) In radiotelephony, the signal Seelonce Mayday. The use of this signal shall be reserved for the mobile station in distress and for the station controlling distress traffic.

(d) If it is believed to be essential, any station of the mobile service near the ship, aircraft, or other vehicle in distress, may also impose silence. It shall use for this purpose:

(1) In radiotelegraphy, the abbreviation QRT, followed by the word "Distress" and its own call sign;

(2) In radiotelephony, the word "Seelonce," followed by the word "Distress" and its own call sign or other identification.

§ 8.244 Notification of resumption of normal working.

(a) When distress traffic has ceased, or when silence is no longer necessary on a frequency which has been used for distress traffic, the station which has controlled this traffic shall transmit on that frequency a message addressed "to all stations" indicating that normal working may be resumed.

(1) In radiotelegraphy, this message consists of:

(i) The distress signal SOS;

(ii) The call "to all stations" (CQ), sent three times;

(iii) The word "DE";

(iv) The call sign of the station sending the message;

(v) The time of handing in of the message;

(vi) The name and call sign of the mobile station which was in distress;

(vii) The service abbreviation QUM.

(2) In radiotelephony, this message consists of:

(i) The distress signal Mayday;

(ii) The call "to all stations", spoken three times;

(iii) The words "This Is";

(iv) The call sign or other identification of the station sending the message;

(v) The time of handing in of the message;

(iv) The name and call sign of the mobile station which was in distress;

(vii) The words "Seelonce Feenee."

(b) Until they receive the foregoing message indicating that normal working may be resumed, all stations which are aware of the distress traffic, and which are not taking part in it, are forbidden to transmit on the frequencies on which the distress traffic is taking place.

§ 8.245 Radiotelegraph and radiotelephone alarm signals.

(a) The international radiotelegraph alarm signal consists of a series of twelve dashes sent in one minute, the duration of each dash being four seconds and the duration of the interval between consecutive dashes one second. The purpose of this special signal is the actuation of automatic devices giving the alarm to attract the attention of the operator when there is no listening watch on the distress frequency.

(b) The international radiotelephone alarm signal consists of two substantially sinusoidal audio frequency tones transmitted alternately. One tone shall have a frequency of 2200 cycles per second and the other a frequency of 1300 cycles per second, the duration of each tone being 250 milliseconds. When generated by automatic means, the radiotelephone alarm signal shall be transmitted continuously for a period of at least 30 seconds, but not exceeding one minute without a manual restart operation; when generated by other means, the signal

shall be transmitted as continuously as practicable over a period of approximately one minute. The purpose of this special signal is to attract the attention of the person on watch or to actuate automatic devices giving the alarm.

§ 8.246 Use of alarm signals.

(a) The radiotelegraph or radiotelephone alarm signal, as appropriate, shall only be used to announce:

(1) That a distress call or message is about to follow;

(2) The transmission of an urgent cyclone warning. In this case the alarm signal may only be used by coast stations authorized to do so;

(3) The loss of a person or persons overboard. In this case the alarm signal may only be used when the assistance of other ships is required and cannot be satisfactorily obtained by the use of the urgency signal only, but the alarm signal shall not be repeated by other stations. The message shall be preceded by the urgency signal.

(b) In cases described in subparagraphs (2) and (3) of paragraph (a) of this section, the transmission of the warning or message by radiotelegraphy shall not begin until two minutes after the end of the radiotelegraph alarm signal.

§ 8.247 Urgency signals.

(a) The urgency signal indicates that the calling station has a very urgent message to transmit concerning the safety of a ship, aircraft, or other vehicle, or the safety of a person. The urgency signal shall be sent only on the authority of the master or person responsible for the mobile station.

(b) In radiotelegraphy, the urgency signal consists of three repetitions of the group XXX, sent with the letters of each group and the successive groups clearly separated from each other. It shall be transmitted before the call.

(c) In radiotelephony, the urgency signal consists of three repetitions of the word PAN, transmitted before the call.

(d) The urgency signal shall have priority over all other communications, except distress. All mobile and land stations which hear it shall take care not to interfere with the transmission of the message which follows the urgency signal.

§ 8.248 Urgency message.

(a) The urgency signal and call, and the message following it, shall be sent on one of the international distress frequencies (500 kc radiotelegraph; 2182 kc radiotelephone). However, stations which cannot transmit on a distress frequency may use any other available frequency on which attention might be attracted.

(b) Mobile stations which hear the urgency signal shall continue to listen for at least three minutes. At the end of this period, if no urgency message has been heard, they may resume their normal service. However, land and mobile stations which are in communication on frequencies other than those used for the transmission of the urgency signal and of the call which follows it may continue their normal work without interruption provided the urgency message is not addressed "to all stations" (CQ).

(c) When the urgency signal has been sent before transmitting a message "to all stations" (CQ) and which calls for action by the stations receiving the message, the station responsible for its transmission shall cancel it as soon as it knows that action is no longer necessary. This message of cancellation shall likewise be addressed "to all stations" (CQ).

§ 8.249 Safety signals.

(a) The safety signal indicates that the station is about to transmit a message concerning the safety of navigation or giving important meteorological warnings.

(b) In radiotelegraphy, the safety signal consists of three repetitions of the group TTT, the individual letters of each group, and the successive groups being clearly separated from each other. It shall be sent before the call.

(c) In radiotelephony, the safety signal consists of the word "Security," spoken three times and transmitted before the call.

(d) The safety signal and call shall be sent on one of the international distress frequencies (500 kc radiotelegraph; 2182 kc radiotelephone). However, stations which cannot transmit on a distress frequency may use any other available frequency on which attention might be attracted.

§ 8.250 Safety message.

(a) The safety signal and call shall be followed by the safety message. Where practicable, the safety message should be sent on a working frequency, and a suitable announcement to this effect shall be made at the end of the call.

(b) Except for the cases mentioned in paragraph (c) of this section, the safety signal when sent on the frequency 500 kc shall be transmitted towards the end of the first available period of silence; the safety message shall be transmitted immediately after the period of silence.

(c) Messages containing meteorological warnings, or containing information concerning the presence of cyclones, dangerous ice, dangerous wrecks, or any other imminent danger to marine navigation, shall be preceded by the safety signal and transmitted with the least possible delay to other mobile stations in the vicinity, and to the appropriate authorities at the first point of the coast with which contact can be established.

(d) All stations hearing the safety signal shall listen to the safety message until they are satisfied that the message is of no concern to them. They shall not make any transmission likely to interfere with the message.

35. Section 8.261 is amended to read:

§ 8.261 Inspection of station.

Pursuant to section 303(n) of the Communications Act, and subject to the provisions of Article 21 of the International Radio Regulations, Geneva, 1959; Regulations 16, 18, and 19 of Chapter I of the Safety Convention, London, 1948; and Articles 11, 12, and 14 of the Great Lakes Agreement, the radio installation on board any foreign ship within the territorial jurisdiction of the United States, which installation is subject to the provisions of any act, treaty, or convention binding on the United States, shall be available, at any reasonable time, in any harbor, port, or place in the United States, for inspection by duly authorized representatives of the Commission at such frequent intervals as, within the discretion of the Commission, will insure compliance with the applicable rules, regulations, laws, and treaties.

36. Section 8.321(b)(3) is amended to read:

§ 8.321 Authorized frequencies.

* * * * *

(b) * * *

(3) In Regions 1 and 3 the frequency 512 kc may be used by ship stations:

(i) As a supplementary calling frequency when 500 kc is being used for distress purposes;

(ii) As a working frequency, except in those areas where it is in use as a supplementary calling frequency when 500 kc is being used for distress purposes.

37. Section 8.322 is amended by revising paragraph (a), and inserting a new paragraph (c) to read:

§ 8.322 Frequencies for use in distress.

(a) The international distress frequency is 500 kc; it is used as an assigned frequency for this purpose by ship, survival craft or aircraft stations, using frequencies in the band 405 to 535 kc, when requesting assistance from the maritime services. It is used, preferably with A2 emission, for the distress call and distress traffic.

* * * * *

(c) The frequency 121.5 Mc is available to ship stations and survival craft stations for safety communications with stations in the aeronautical mobile service, and to survival craft stations for radiobeacon purposes (emission A2 only).

38. Section 8.323 is amended by revising the headnote, and paragraphs (a) and (b) to read:

§ 8.323 Frequencies for call and reply.

(a)(1) The frequency 500 kc is the general international calling frequency, which shall be used by any ship station engaged in radiotelegraphy in the authorized band 405–535 kc, and by aircraft desiring to enter into communication with a station of the maritime mobile service using frequencies in this band.

(2) The frequency for replying to a call sent on the general calling frequency is 500 kc, except where the calling station requests that the reply be made on an authorized working frequency. In Region 2, and in other areas of heavy traffic, ship stations should request coast stations to answer on their normal working frequency.

(3) In order to facilitate the reception of distress calls, all transmissions on the

frequency 500 kc shall be reduced to a minimum.

(b) The frequency 143 kc is the international calling frequency in the maritime mobile service in the band 90 to 160 kc (class A1 emission only). The frequency for replying to a call sent on the frequency 143 kc is, for ship stations, 143 kc, the same as that of the call. (Coast stations reply on their normal working frequency in this band.) When a ship station which uses frequencies within the band 90 to 160 kc desires to establish communication with another station of the maritime mobile service, it shall call that station on the frequency 143 kc, unless the International List of Coast Stations provides otherwise. This frequency shall be used exclusively for individual calls and replies to such calls and for the transmision of signals preparatory to traffic.

39. Section 8.325 is amended to read:

§ 8.325 Use of Morse Code required.

The signal code employed for telegraphy by stations in the maritime mobile service shall be the Morse Code signals specified in the Telegraph Regulations annexed to the International Telecommunication Convention, Geneva, 1959. However, for radiotelegraph communication of a special character, the use of other signals may be specifically authorized by the Commission in response to an appropriate application therefor.

40. Section 8.326 is amended to read:

§ 8.326 Identification of stations.

(a) All radiotelegraph emissions of a ship station or a survival craft station shall be clearly identified by transmission therefrom of the official call letters assigned to that station for telegraphy by the Commission. These call letters shall be transmitted by telegraphy in accordance with § 8.325 and the procedure set forth in the International Radio Regulations and by means of the class of emission normally used by the station for telegraphy: *Provided,* That they shall be transmitted at intervals not exceeding 15 minutes whenever transmission is sustained for a period exceeding 15 minutes.

(b) The requirements of this section do not apply to survival craft stations when transmitting distress signals automatically or when operating on 121.5 Mc for radiobeacon purposes.

41. Section 8.327(a) is amended by revising the introductory text to read:

§ 8.327 Procedure in testing.

(a) Ship stations and survival craft stations may conduct necessary tests on any assigned frequency. Every precaution must be taken to ensure that transmitter emissions of the station will not cause harmful interference. Radiation must be reduced to the lowest practicable value and if feasible shall be entirely suppressed. When radiation is necessary or unavoidable, the radiotelegraph testing procedure described below shall be followed:

42. Section 8.328 is amended by revising paragraphs (b) and (c) to read:

§ 8.328 Radiotelegraph operating procedure.

* * * * *

(b) In order to facilitate radiotelegraph communication in the maritime mobile service, all ship stations transmitting by means of telegraphy shall, whenever practicable, use the service abbreviations ("Q" signals) listed in Appendix 13 of the International Radio Regulations, Geneva, 1959.

(c) In addition to compliance with all applicable sections of this part, the operation of ship stations using telegraphy for call, reply, and the transmission of message traffic shall, in particular, comply with all applicable provisions of Articles 29, 30, 31, 37, 38 and 39 of the International Radio Regulations, Geneva, 1959.

43. Section 8.329 is amended to read:

§ 8.329 Station documents.

(a) The compulsorily fitted ship radiotelegraph station shall be provided with the following documents:

(1) A valid station license;

(2) The necessary operator license(s);

(3) The station log required by this part for stations of this category;

(4) The Alphabetical List of Call Signs of Stations used in the Maritime Mobile Service;

(5) The List of Coast Stations;

(6) The List of Ship Stations;

(7) The List of Radiodetermination and Special Service Stations;

(8) The International Radio Regulations, Geneva, 1959;

(9) Telegraph tariffs of the countries for which the station most frequently accepts radiotelegrams;

(10) Part 8 of this chapter.

(b) All ship stations on board ships not compulsorily fitted with a radiotelegraph installation, but using telegraphy, shall be provided with the documents prescribed by subparagraphs (1), (2), (3), (4), (5), (6), (8), (9) and (10) of paragraph (a) of this section.

(c) These documents shall be continuously and readily available to the licensed operator on duty during the hours of service of the station.

44. Section 8.330 is amended by revising the headnote and paragraph (e), and deleting paragraph (f), as follows:

§ 8.330 Station logs.

* * * * *

(e) The ship radiotelegraph log currently in use shall be kept by the licensed operator(s) of the station and while in use it shall be located in the main radiotelegraph operating room of the ship. At the conclusion of each voyage terminating at a port of the United States, the original station log or a duplicate thereof dating from the last departure of the ship from a United States port shall be retained under proper custody on board the ship for a sufficient period of time but not necessarily in excess of 24 hours, to be available for inspection by a duly authorized representative(s) of the Commission. Thereafter the original log, and the duplicate log, if provided, may be filed at an established shore office of the ship station licensee, and shall be retained as stipulated by § 8.115.

45. A new § 8.331 is inserted to read:

§ 8.331 Station records.

In all ship stations authorized to transmit on frequencies within the band 405–535 kc, a written record shall be maintained of the adjustments of the transmitting and receiving equipment for operation on the assigned frequencies 410 kc and 500 kc and at least two authorized working frequencies within this band. This record shall be posted at all times in a conspicuous place on or near the particular equipment involved.

§ 8.351 [Amendment]

46. Section 8.351 is amended by deleting paragraph (c) and inserting the word "[Reserved]" in lieu thereof, and changing the reference in the table in paragraph (d)(2)(i) "§ 8.7(ii)" to read "§ 8.7(v)".

47. Section 8.352 is amended to read:

§ 8.352 Frequencies for use in distress.

(a) The frequency 2182 kc is the international distress frequency for radiotelephony. It shall be used for this purpose by ship, aircraft, and survival craft stations using frequencies in the authorized bands between 1605 kc and 4000 kc when requesting assistance from the maritime services.

(b) The frequency 121.5 Mc is available to ship stations and survival craft stations for safety communications with stations in the aeronautical mobile service, and to survival craft stations for radiobeacon purposes (emission A2 only).

48. Section 8.353 is amended by revising paragraph (a)(1)(ii) and paragraph (a)(2), deleting the note following paragraph (a)(2), and revising paragraph (b), as follows:

§ 8.353 Frequencies for calling.

(a) * * *

(1) * * *

(ii) The international safety signal, and messages (preceded by this signal) concerning the safety of navigation or giving important meteorological warnings; however, safety messages shall be transmitted, when practicable, on a working frequency after a preliminary announcement on 2182 kc.

* * * * *

(2) When using this frequency for purposes other than distress calls and distress traffic, and urgency and safety signals and messages, the carrier power of the radio transmitter shall not exceed 100 watts.

(b) The frequency 156.8 Mc is the international safety and calling frequency for the maritime mobile radiotelephone service in the band 156 to 174 Mc.

49. Section 8.354(b)(2) is amended to read:

§ 8.354 Frequencies below 5000 kc for public correspondence.

* * * * *

(b) * * *

(2) Use of the frequency 2638 kc for communication with public coast sta-

tions shall be confined exclusively to safety and operational communication (see § 8.6(a) and (h)). Except for safety communication, operation on this frequency for ship-shore communication shall be limited to day only (see § 8.2 (1)): *Provided,* That daily operation with respect to operational communication may be continued beyond this time to the extent necessary for compliance with the provisions of § 8.183;

§ 8.356 [Amendment]

50. Section 8.356 is amended by deleting paragraph (a) and inserting the word "[Reserved]" in lieu thereof.

51. Section 8.357 is amended by revising the headnote and text to read:

§ 8.357 Additional frequencies for ship to shore communications.

In addition to the frequencies designated in this part or in the license of a ship station, such station, when working by telephony with a foreign coast station may, on condition that interference shall not be caused to any station which in the discretion of the Commission may have priority on the involved frequency, or frequencies, transmit to such coast station when directed to do so by that station on a specific frequency designated by the coast station for the service being carried on.

52. Section 8.359 is deleted and the following new § 8.359 is inserted to read:

§ 8.359 Frequencies above 156 Mc available for assignment.

(a) The frequencies listed in the following table are available as indicated therein. (These frequencies are not authorized for communication with stations on board aircraft.)

Channel Designator	Frequency (Mc)		Points of communication	Authorized communications
	Ship	Coast		
6	156.3		Intership only	Safety.
7	156.35	156.35	Intership and ship to coast	Business and operational.
8	156.4		Intership only	Do.
9	156.45	156.45	Intership and ship to coast	Do.
10	156.5	156.5	do	Port operations.
11	156.55	156.55	do	Business and operational.
12	156.6	156.6	do	Port operations.
13	156.65	156.65	do	Do.[1]
14	156.7	156.7	do	Do.[2]
16	156.8	156.8	do	Safety and calling.[3]
18	156.9	156.9	do	Business and operational.
19	156.95	156.95	do	Do.
20	157.0	161.60	Ship to coast	Port operation.
24	[4] 157.2	[4] 161.8	do	Public correspondence.
25	[4] 157.25	[4] 161.85	do	Do.
26	157.3	161.9	do	Do.
27	157.35	161.95	do	Do.
28	157.4	162.0	do	Do.

[1] Communication is authorized primarily with other ship stations for the exchange of navigational information (including radar information) concerning the passage of ships, or as an at-the-scene aid in any maritime emergency; secondarily with land stations used in connection with the passage of ships through locks, bridge areas, and government controlled waterways and with land stations as necessary to exchange marine navigational information with shore radar stations.

[2] Communication is authorized primarily between ship stations and limited coast stations for the exchange of information essential to the effective operation of shore radar stations.

[3] This frequency is authorized for call, reply and safety purposes. It may also be used for messages preceded by the urgency and safety signals and, if necessary, for distress messages.

[4] These frequencies are not available in Puerto Rico or the Virgin Islands.

§ 8.360 [Deletion]

53. Section 8.360 is deleted in its entirety.

54. Section 8.364 is amended to read:

§ 8.364 Identification of station.

(a) Ship and survival craft stations using radiotelephony shall identify all transmissions by announcement in the English language, or by telegraphy using A2 emission, of the station's call sign: *Provided,* That on 156.65 Mc transmissions may be identified by the name of the ship in lieu of the station call sign. This identification shall be made:

(1) At the beginning and upon completion of each communication with any other station;

(2) At the beginning and upon conclusion of each transmission made for any other purpose; and

(3) At intervals not exceeding 15 minutes whenever transmission is sustained for a period exceeding 15 minutes.

(b) When an official call sign is not assigned by the Commission to a ship station using telephony, the complete name of the ship on which the station is located and the name of the licensee shall be transmitted by voice in the English language for the purpose of station identification.

(c) The provisions of paragraphs (a) and (b) of this section shall apply also to ship stations of portable nature when using telephony and operated on board ship pursuant to §§ 8.40 and 8.71.

55. Section 8.366 is amended by revising paragraphs (a) (1) and (2), (b) (3), and (d) (2) to read:

§ 8.366 General radiotelephone operating procedure.

(a) *Limitations on calling.* (1) Except when transmitting a general call to all stations within range for announcing or preceding the transmission of distress, urgency, or safety messages, a ship or survival craft station shall call the particular station(s) with which it intends to communicate.

(2) Calling a particular station, either by voice or by automatic means, shall not continue for a period of more than thirty seconds in each instance. If the called station is not heard to reply, that station shall not again be called until after an interval of two minutes. When a station called does not reply to a call sent three times at intervals of two minutes, the calling shall cease and shall not be renewed until after an interval of fifteen minutes; however, if there is no reason to believe that harmful interference will be caused to other communications in progress, the call sent three times at intervals of two minutes may be repeated after a pause of not less than three minutes. In event of an emergency involving safety, the provisions of this subparagraph shall not apply.

* * * * *

(b) *Frequency for calling.* * * *

(3) Except when other operating procedure is used to expedite safety communication the frequency 156.8 Mc shall be used for call and reply by ship stations and marine-utility stations on board ship before establishing communication on either of the intership frequencies 156.3 Mc or 156.4 Mc.

* * * * *

(d) *Time limitation on calling frequencies and adjacent working frequencies.* * * *

(2) Transmission by ship or survival craft stations when in Regions 1 and 3 (except in the territorial waters of Japan and the Philippines) is prohibited on any frequency (including 2182 kc) within the band 2170–2194 kc during the two 3-minute periods in each hour which commence at x h. 00 and x h. 30: *Provided,* That this requirement is not applicable to the transmission of distress signals, alarm signals, distress traffic, urgency and safety signals, and messages preceded by the urgency or safety signal.

56. Section 8.367 is amended to read:

§ 8.367 Station documents.

(a) Ship radiotelephone stations subject to the radio provisions of the Safety Convention shall be provided with the following documents:

(1) A valid station license;

(2) The necessary operator license(s);

(3) The station log required by this part for stations of this category;

(4) The List of Coast Stations, or, alternatively, a list of coast stations with which communications are likely to be conducted, showing watchkeeping hours, frequencies, and charges;

(5) The International Radio Regulations, Geneva, 1959;

(6) Part 8 of this chapter.

(b) Ship radiotelephone stations not subject to the Safety Convention shall be provided with the documents listed in subparagraphs (1), (2), (3) and (6) of paragraph (a) of this section.

57. Section 8.368 is amended by revising the headnote and text to read:

§ 8.368 Radiotelephone station log.

(a) A station log shall be maintained during the hours of service of ship stations using radiotelephony, in which the entries required by this section shall be made. Pages of the log shall be numbered in sequence and each page shall include the name of the vessel and the radio call sign of the station. All entries which show transmitter operation shall be made and signed by the licensed operator (or other person in accordance with § 8.155). Watch entries, and signatures of each person keeping the re-

quired watch, shall be so related that they constitute a certification by each such person as to when he began and ended each period of his watch during the voyage. The date and time of each occurrence or incident required to be entered in the log shall be shown opposite the entry, and the time shall be counted from 0000 to 2400, beginning at midnight. Stations on board vessels engaged on international voyages, other than on the Great Lakes or inland waters, shall use Greenwich mean time (GMT); stations on board vessels navigated on the Great Lakes may use either GMT or Eastern standard time (EST); other stations may use GMT or local standard time. The appropriate symbol, GMT, EST, CST, PST, etc., shall be entered at the head of the column in which time is entered.

(b) The log of ship radiotelephone stations subject to Title III, Part II of the Communications Act of 1934 or to the radio provisions of the Safety Convention shall include the following entries:

(1) All radiotelephone distress, alarm, urgency, or safety signals and communications made or intercepted, the text in as complete form as possible of distress messages and distress communications, and any information connected with the radio service which may appear to be of importance to maritime safety, together with the time of such observation or occurence, the frequencies used, and the position of the ship or other mobile unit in need of assistance, if this can be determined;

(2) The times when the required listening watch is begun, interrupted, and ended. When the required watch is interrupted for any reason, except for the purpose of communications with other stations, the reason for such interruption shall be stated;

(3) The call signs of all stations called or communicated with, a notation of messages exchanged, and the frequency(s) used for such call or communication;

(4) A daily entry of the ship's position;

(5) All test transmissions, including the frequency(s) used;

(6) The times when storage batteries provided as a part of the required radiotelephone installation are placed on charge and taken off charge;

(7) Results of required equipment tests, including specific gravity of lead-acid storage batteries and voltage readings of other types of batteries provided as part of the compulsory installation;

(8) Results of inspections and tests of compulsory fitted lifeboat radio equipment;

(9) A daily statement concerning the operating condition of the required radiotelephone equipment, as determined by either normal communication or test communication;

(10) Pertinent details of all installation, service, or maintenance work performed which may affect the proper operation of the station. The entry shall be made, signed, and dated by the responsible licensed operator who supervised or performed the work, and unless such operator is regularly employed on a full-time basis at the station and his operator license is properly posted, such entry shall include his mail address and the class, serial number, and expiration date of his operator license.

(c) The log of ship stations subject to the Great Lakes Agreement shall include those entries specified by subparagraphs (1), (2), (3), (5), (6), (7), (9) and (10) of paragraph (b) of this section, and in addition shall include the name and radio license number of each operator actually on board and designated by the master to operate the radiotelephone installation.

(d) The log of ship stations subject to Title III, Part III of the Communications Act shall include those entries specified by subparagraphs (1), (2), (5), (9) and (10) of paragraph (b) of this section.

(e) The log of ship radiotelephone stations not required by law to be provided shall include those entries specified by subparagraphs (1), (2), (5) and (10) of paragraph (b) of this section.

(f) The log of marine-utility stations on board ships shall include the entry specified by subparagraph (10) of paragraph (b) of this section.

58. The Title of Subpart P is amended to read: "Subpart P—Use of Radiodetermination."

59. Section 8.401(c) is amended to read:

§ 8.401 Assignable frequencies for direction finding.

* * * * *

(c) In the event of distress, the following frequencies may be used for radio direction finding for purposes of search and rescue by any licensed ship or survival craft station:

410 kc 500 kc 2182 kc 8364 kc

§ 8.402 [Deletion]

60. Section 8.402 is deleted in its entirety and the word "[Reserved]" inserted in lieu thereof.

61. Section 8.403 is amended by revising the headnote and text to read:

§ 8.403 Radiodetermination by cable-repair ship.

Provided radio transmitting equipment attached to a cable-marker buoy has been adequately described in an application for ship radio station license for a cable-repair ship with which the buoy is associated, and provided further that such equipment is authorized in the related ship station license, that equipment may be operated (outside the territorial waters of a foreign country) on such radio channels within the band 285–325 kc (285–315 kc only in Region 1) as may be expressly authorized in each case by the Commission under authority of the ship station license, with A1 or A2 emission and a maximum plate input power of 30 watts: *Provided*, That interference shall not be caused by such operation to any maritime radionavigation service. The call signals that must be used for a transmitter operating under the provisions of this section shall be the regularly assigned call of the ship station with which the buoy is associated, to be followed by the letters "BT", and the identifying number of the buoy. The buoy transmitter shall be continuously monitored by a licensed radiotelegraph operator on board the associated cable-repair ship. Should a frequency deviation in excess of the authorized frequency tolerance or interference to the service of any other station be reported or observed, the radiation of the transmitter shall be suspended until the excessive deviation is eliminated or until the transmitter can be operated without causing interference.

62. Section 8.404 is amended to read:

§ 8.404 Assignable frequencies above 2400 Mc.

(a) The following frequency bands, when designated in the station license, are authorized for use by ship radionavigation stations (including ship radar stations).

2900 to 3100 Mc
5460 to 5650 Mc
9300 to 9500 Mc

The use of the band 5460 to 5650 Mc is limited to shipborne radar. Transmitters in ship radionavigation stations (including developmental stations) in the maritime radionavigation service (including ship-radar stations) which are authorized for operation in the 3000 to 3246 Mc band as of April 16, 1958 and which operate on frequencies between 3100 and 3246 Mc may continue to be authorized for operation on the same vessel provided that any renewal of the authorization shall be subject to the condition that no protection shall be given from any interference caused by emission from United States Government stations operating in the 3100 to 3246 Mc band.

(b) The following frequency bands, when designated in the station license, are authorized for use by ship radiolocation stations:

(1) 2450 to 2500 Mc, on condition that harmful interference shall not be caused to the fixed and mobile services, and on the condition that no protection shall be given from interference caused by emission from industrial, scientific, or medical equipment.

(2)

2900 Mc to 3100 Mc
5460 Mc to 5650 Mc
9300 Mc to 9500 Mc

The use of frequencies within these bands for radiolocation shall not cause harmful interference to the radionavigation service and to the Government radiolocation service. Each ship radiolocation station in the maritime radiolocation service (used for purposes other than navigation of ships or aircraft or warning of obstructions to navigation) authorized to operate in the band 3000 to 3246 Mc as of April 16, 1958 and which operates on frequencies between 3100 and 3246 Mc may continue to operate in the band 3100 to 3246 Mc for the duration of the term of its authorization in effect as of that date. Renewals of such authorizations, however, shall be contingent upon the condition that each such station shall not cause harmful in-

terference to United States Government services.

§ 8.431 [Amendment]

63. Section 8.431 is amended by deleting paragraph (b).

64. Section 8.433 is amended by revising paragraph (c), and deleting paragraph (d), as follows:

§ 8.433 Assignable frequencies.

* * * * *

(c) The following frequency bands when designated in the station license are authorized for use by developmental ship radiolocation stations:

5350 Mc to 5460 Mc
9000 Mc to 9200 Mc

Use of frequencies within these bands shall not cause harmful interference to the aeronautical radionavigation service or the Government radiolocation service.

§ 8.434 [Amendment]

65. Section 8.434 is amended by deleting paragraph (d).

§ 8.436 [Amendment]

66. Section 8.436 is amended by deleting paragraph (b).

67. Section 8.437(a) is amended to read:

§ 8.437 Identification of station.

(a) The radiotelegraph and radiotelephone emissions of a developmental station on board ship shall be clearly identified in the manner provided in §§ 8.326 and 8.364, respectively.

§ 8.439 [Deletion]

68. Section 8.439 is deleted in its entirety.

69. Section 8.520(c) is amended to read:

§ 8.520 Lifeboat radio equipment.

* * * * *

(c) Each of the components specified in paragraph (b) of this section shall be of a type of apparatus or shall comprise such items as are type approved by the Commission as capable of meeting the provisions of §§ 8.556, 8.557, 8.558 or 8.559, as may be applicable.

70. Section 8.545(a)(2) is amended by revising the introductory text and subdivisions (i) and (iii) to read:

§ 8.545 General technical requirements.

(a) * * *

(2) *Very high frequency transmitting and receiving equipment.* If a vessel is within communication range of a public coast station operating in part or entirely on frequencies within the band 156 Mc to 174 Mc which is in service and maintains an efficient watch for the reception of class F3 emission on the frequency 156.8 Mc at all times while the vessel is navigated in waters specified by section 381 of Part III of Title III, and the vessel while so navigated is never more than 20 nautical miles from a 156.8 Mc receiving location of such station, such vessel may alternatively employ very high frequency transmitting and receiving equipment in lieu of the medium frequency equipment specified in subparagraph (1) of this paragraph. Such alternative equipment shall meet the following requirements:

(i) The equipment shall be capable of being used for the effective transmission and reception of class F3 emission on the frequencies 156.3 Mc, 156.8 Mc, and on the working frequency 157.2, 157.25, 157.3, 157.35 or 157.4 Mc as necessary for communication with one or more public coast stations serving the area in which the vessel is navigated.

* * * * *

(iii) The radiotelephone transmitter shall have a power output of at least 20 watts. The transmitter shall be considered to be capable of meeting this power requirement when it is properly adjusted for use with a ship station transmitting antenna meeting the requirements of these rules and has been demonstrated or is of a type that has been demonstrated to the satisfaction of the Commission as capable, with normal operating voltages applied, of delivering not less than 20 watts unmodulated radio frequency carrier power into 50 ohms effective resistance on each of the frequencies 156.8 Mc, 156.3 Mc and any one of the frequencies 157.2, 157.25, 157.3, 157.35 or 157.4 Mc: *Provided,* That if a type demonstration has been made, an individual demonstration of the power capability of the transmitting apparatus of any individual radiotelephone installation as normally installed on board ship may be required to determine whether it complies with these power requirements.

71. Section 8.552(b) is amended to read:

§ 8.552 Requirements for main transmitter.

* * * * *

(b) Tabulation of basic technical requirements (for the purpose of these specific requirements, the term "average ship station antenna" means an actual antenna installed on board ship having a capacitance of 750 micromicrofarads and an effective resistance of 4 ohms at a frequency of 500 kilocycles, or an artificial (dummy) antenna having the same electrical characteristics):

Operating carrier frequency	Frequency tolerance (parts in 10^6)	Class of emission	Percentage modulation (for amplitude modulation)	Modulation frequency (for amplitude modulation)	Antenna power
500 kc	1000	A2	Not less than 70; not more than 100.	At least 1 frequency between 300 and 1250 cycles per second; except for transmitters installed after July 1, 1951, at least 1 frequency between 450 and 1250 cycles per second.	Not less than 200 watts into an average ship station antenna.
Do	do	A1			Not less than 160 watts into an average ship station antenna.
410 kc and two authorized working frequencies in the band 415 to 490 kc.	do	A2	Not less than 70; not more than 100.	At least 1 frequency between 300 and 1250 cycles per second; except for transmitters installed after July 1, 1951, at least 1 frequency between 450 and 1250 cycles per second.	Not less than 200 watts into an average ship station antenna.
Do	do	A1			Not less than 160 watts into an average ship station antenna.

72. Section 8.553(b) is amended to read:

§ 8.553 Requirements for emergency transmitter.

* * * * * * *

(b) Tabulation of basic technical requirements (for the purpose of these specific requirements, the term "average ship station antenna" means an actual antenna installed on board ship having a capacitance of 750 micromicrofarads and an effective resistance of 4 ohms at a frequency of 500 kilocycles, or an artificial (dummy) antenna having these same electrical characteristics):

Operating carrier frequency	Frequency tolerance (parts in 10^6)	Class of emission	Percentage modulation (for amplitude modulation)	Modulation frequency (for amplitude modulation)	Antenna power
500 kc	1000 except for emergency transmitters whose use is confined solely to safety communication as defined in § 8.6 (a). Such transmitters shall maintain a frequency tolerance of 3000 parts in 10^6.	A2	Not less than 70; not more than 100.	At least 1 frequency between 300 and 1250 cycles per second; except for transmitters installed after July 1, 1951, at least 1 frequency between 450 and 1250 cycles per second.	Not less than 25 watts into an average ship station antenna.
410 kc and one authorized working frequency in the band 415 to 490 kc.	do	A2	do	do	Do.

73. Section 8.557 is amended by revising the 2d column of the table in paragraph (b)(1), and by revising paragraph (c)(1), as follows:

§ 8.557 Requirements for lifeboat portable radio equipment.

* * * * *

(b)(1) * * *

Frequency tolerance
Parts in 10^6
5,000
5,000
200

* * * * *

(c) * * *

(1) The receiver shall, when used with a head receiver, be capable without manual tuning of receiving A2 emission over the frequency band 492 kc to 508 kc and shall be capable when manually tuned of receiving A1 and A2 emission on any frequency in the band 8320 to 8745 kc.

74. Section 8.558 is amended by revising the 2nd column of the table in paragraph (a)(1), and by revising paragraph (b)(1), as follows:

§ 8.558 Requirements for lifeboat nonportable radio equipment.

(a)(1) * * *

Frequency tolerance
Parts in 10^6
5,000
200

* * * * *

(b) * * *

(1) The receiver shall, when used with a head receiver, be capable without manual tuning of receiving A2 emission over the frequency band 492 kc to 508 kc and shall be capable when manually tuned of receiving A1 and A2 emission on any frequency in the band 8320 to 8745 kc.

§ 8.559 [Deletion]

75. Section 8.559 is deleted in its entirety.

76. Section 8.602 is amended to read:

§ 8.602 Reports of infringements of the International Radio Regulations.

In the event that infringement of the International Radio Regulations by a foreign station is detected, report thereof may be made by the submission to the Commission of a form similar to that set forth in Appendix 7 of the International Radio Regulations.

77. Section 8.801 is amended by revising Table 1b, and the 1st and 2d columns and footnote 1 of Table 2, and deleting footnote 2 of Table 2, as follows:

§ 8.801 Tables of ship radiotelegraph frequencies from 2 Mc to 27.5 Mc.

* * * * *

TABLE 1b—SHIP RADIOTELEGRAPH CALLING FREQUENCIES (KC)

C1: 2089, 4178, 6267, 8356, 12534, 16712, 22225.

C2: 2089.5, 4179, 6268.5, 8358, 12537, 16716, 22230.

C3: 2090, 4180, 6270, 8360, 12540, 16720, 22235.

C4: 2090.5, 4181, 6271.5, 8362, 12543, 16724, 22240.

C5: 2091.

C6: 2091.5, 4183, 6274.5, 8366, 12549, 16732, 22250.

C7: 2092, 4184, 6276, 8368, 12552, 16736, 22255.

C8: 2092.5, 4185, 6277.5, 8370, 12555, 16740, 22260.

C9: 2093, 4186, 6279, 8372, 12558, 16744, 22265.

* * * * *

TABLE 2—* * *

	Calling frequency column symbols
RCA Communications, Inc.	C3, C5, C7 C9
Mackay Radio & Telegraph Co., Inc.	C2, C4 C5, C6
Tropical Radio Telegraph Co.	C1, C5, C8
Matson Navigation Co.	C1, C5, C8
Globe Wireless Co.	C1, C5, C8
Other applicants [1]	
A–C	C1, C5, C8
D–L	C1, C5, C8
M	C1, C5, C8
N–R	C1, C5, C8
S	C1, C5, C8
T–Z	C1, C5, C8

[1] Applicants other than the companies listed must apply for the frequency column symbols shown, in alphabetic groups according to the first letter of their name. As an example, if the applicant's name begins with A, B, or C, he may apply only for frequency column symbols C1, C5 or C8, H2 and H11 for a high traffic ship, or C1, C5 or C8 and L22 for a low traffic ship. For this purpose, the alphabetic group o first letters of the name will be selected by using the first word of a trade name omitting "The"; the last name of a personal name; or the last name of the first person appearing in a series of personal names. As examples, the following names would all apply for the third, or "M" group, C1, C5 or C8, H2 and H11 or L30: Marine Communications, Inc; A.B. Miller and Co.; C.D. Munsey; E.F. Murphy, Alfred Abrams, et al.

C. Part 14, Public Fixed Stations and Stations of the Maritime Services in Alaska, is amended as follows:

1. Section 14.2 is amended by revising paragraphs (b), (c) and (h) to read:

§ 14.2 General definitions.

* * * * *

(b) *Public correspondence.* Any telecommunication which the offices and stations must, by reason of their being at the disposal of the public, accept for transmission.

(c) *Fixed service.* A service of radiocommunication between specified fixed points.

* * * * *

(h) *Harmful interference.* Any emission, radiation or induction which endangers the functioning of a radionavigation service or of other safety services, or seriously degrades, obstructs or repeatedly interrupts a radiocommunication service operating in accordance with regulations of this chapter.

2. Section 14.4(b) is amended to read:

§ 14.4 Definitions in other parts applicable.

* * * * *

(b) The definitions set forth in the following sections of Subpart A of Part 7 of this chapter shall apply to stations of the fixed service subject to this part: §§ 7.2(a) to and including 7.2(h), 7.2(j), 7.7(a) to and including 7.7(h), 7.7(j), 7.7(m), 7.7(n), 7.8, 7.139 and 7.188.

3. Section 14.21(a) is amended to read:

§ 14.21 Authorization required for operation of a radio station.

(a) Any radio station required by the Communications Act to be licensed shall not be operated in any service regulated by this part except under and in accordance with a valid station authorization granted by the Commission. Further, the operation of such apparatus shall be conducted in conformity with the provisions of statute, international treaty or agreement, and the rules of the Commission relative to the licensing of operators.

NOTE: The Commission has exempted certain low power radio devices from its general licensing requirements. The extent of this exemption and related matters are set forth in Part 15 of this chapter, Incidental and Restricted Radiation Devices. Licensing procedures and exemptions applicable to radio apparatus used for medical purposes, industrial heating, and other miscellaneous purposes not involving radiocommunication are set forth in Part 18 of this chapter, Industrial, Scientific, and Medical Service.

4. Section 14.65(a) is amended to read:

§ 14.65 Rules in other parts applicable.

(a) The rules relating to station authorization set forth in the rules and regulations governing stations in the maritime services (Subparts C of Parts 7 and 8 of this chapter) shall, except paragraphs (b) and (c) of § 7.72 and subparagraphs (1) and (2) of § 7.63(b), apply to stations of these services in the Alaska area so far as they are consistent with this part.

5. Section 14.101 is amended by revising the note to read:

§ 14.101 Priority of distress and other signals.

* * * * *

(b) * * *

NOTE: The type of signals to which reference is made in § 14.101 are defined in §§ 7.7(d), (f) and (g), 7.188, 8.234, 8.245, 8.247 and 8.249 of this chapter.

6. Section 14.107 is amended by revising the introductory text of paragraph (a), and paragraph (c) to read:

§ 14.107 Documents required for coast stations.

(a) Each public coast station in the Alaska area using telegraphy shall be provided with this part and the documents prescribed in § 7.213(a) of this chapter: *Provided,* That in public coast stations authorized to use telegraphy on frequencies solely within the band 1605–5000 kc, the following documents may be substituted in lieu of the documents specified by paragraph (a)(4) and (5) of § 7.213 of this chapter:

* * * * * *

(c) Each public coast station in the Alaska area using telephony shall be provided with this part and the documents prescribed in § 7.313 of this chapter:

7. Section 14.108 is amended by revising the introductory text of paragraph (a)(1), deleting paragraph (a)(2), and revising paragraph (b), as follows:

§ 14.108 Documents required for ship stations.

(a) * * *

(1) The following documents may be substituted in lieu of those specified in paragraph (a) (4), (5) and (6) of § 8.329 of this chapter if the ship station uses telegraphy on frequencies solely within the band 1605–5000 kc:

* * * * *

(b) Each ship station in the Alaska area using telephony only (except telegraphy for calling and operating signals incidental to the use of telephony) shall be provided with this part and the documents set forth in § 8.367 of this chapter.

8. Section 14.151 is amended by revising the last column of the table in paragraph (b), and the last column and note following the table in paragraph (c) to read:

§ 14.151 Authorized frequency tolerance.

* * * * *

(b) * * *

Tolerance, parts in 10^6
200
100
100
50
50

(c) * * *

Tolerance, parts in 10^6
50
30
50
30
50
30
50
30
50
30
50
30
50
30

NOTE: See § 7.8(v) of this chapter for definition of plate (anode) input power.

§ 14.152 [Amendment]

9. Section 14.152 is amended by deleting in the table of paragraph (b) the last entry "Coast and ship. / On 156.4, 156.5, 156.7 and 156.9 Mc . . . / F–1, F–2, and for brief testing F–0.", and changing in the 2d column of the table in paragraph (c) the last entry "From 156.25 to 162.05 Mc" to read "From 156 to 174 Mc".

§ 14.153(a) [Amendment]

10. Section 14.153(a) is amended by changing in the 3d column of the table the last entry

{From 156.25 to 157.45 Mc
{From 161.85 to 162.05 Mc

to read

{From 156.25 to 161.25 Mc
{From 161.775 to 162.025 Mc

and revising the note to read:

NOTE: As used in this part the terms "last radio stage", "plate (anode) input power", "antenna power", and "authorized transmitter-power" are defined in Subparts A of Parts 7 and 8 of this chapter. See § 7.8 (u), (v), (w), (x), and 8.7 (s), (t), (u), and (v).

11. Section 14.253 is amended by revising the headnote and text to read:

§ 14.253 Alternate transmission on the same frequency.

Except when communicating with coast stations of the Alaska Communication System, stations when communicating with each other within the bands 1605–2035 kc and 2107–9000 kc, shall transmit and receive on the same frequency: *Provided,* That this requirement is waived in an emergency affecting the safety of life or property when, by reason of interference or limitation of equipment, this method of single-channel communication cannot be used:

12. Section 14.257 is amended to read:

§ 14.257 Safety frequencies for ship and coast stations in all zones using telephony.

In addition to the frequencies for safety purposes in the 156–174 Mc band available under Parts 7 and 8 of this chapter, the frequency 2182 kc is authorized for distress, calling and safety purposes for use by ship and coast stations in all zones of the Alaska area in accordance with the provisions of Part 7 and 8 of this chapter: *Provided,* That the authorized class of emission and the authorized transmitter-power shall be in conformity with the provisions of Subpart E of this part.

13. Section 14.258 is amended to read:

§ 14.258 Frequencies for ship-to-ship communication in all zones by telephony.

In addition to the intership frequencies in the 156–174 Mc band available under Part 8 of this chapter, the frequencies 2638 kc and 2738 kc are available for ship-to-ship communications in all zones of the Alaska area by ship stations using telephony and operating in accordance with applicable provisions of Part 8 of this chapter: *Provided,* That the authorized class of emission and the authorized transmitter power shall be in conformity with the provisions of Subpart E of this part.

14. Section 14.260 is amended by revising the headnote and text to read:

§ 14.260 Frequencies in the band 1605–3400 kc for ship-shore public telephone service in all zones.

(a) The frequency 2134 kc is authorized as an assigned frequency for use in all zones of the Alaska area by public ship stations, in accordance with Subpart E of this part, for communication exclusively with coast stations of the Alaska Communication System which are located in the Alaska area and are open to public correspondence. When transmitting on this frequency to any ACS coast station, ship stations normally shall employ class A3 emission for telephony; they may employ telegraphy if desired, with class of emission designated by the ACS, when the particular ACS coast station is capable of using telegraphy. The associated frequency to be used for transmission from the coast station to the ship station shall be within the frequency band 1605–3400 kc and shall be designated for each location by the ACS.

NOTE: The ACS coast station transmitting frequency and the hours of service of each ACS coast station at the respective locations in the Alaska area at which this service is available may be obtained upon request made to the ACS or to the Commission's Engineer in Charge at Anchorage, Alaska, or Seattle, Washington. These frequencies are listed for the information of ship station licensees.

ACS coast station location:	*Respective transmitting frequency* [kc]
Anchorage	2312
Barrow	2312
Cold Bay	2312
Cordova	2300
Craig	2312
Juneau	2784
Ketchikan	2300
Kodiak	2784
King Salmon	2312
Nome	2784
Seward	2312
Sitka	2312
Skagway	2312
Unalaska	2312
Valdez	2300
Whittier	2312
Wrangell	2312

(b) Frequencies within the band 4,000 kc–30 Mc designated in §§ 8.354 and 8.355 of this chapter for use by ship stations employing telephony for communication with public coast stations located in the vicinity of specified geographic locations (outside the Alaska area) are available for use by ship stations, at sea in the Alaska area, using telephony and operating in accordance with applicable provisions of Part 8 of this chapter, including provisions therein governing the class of emission and the authorized transmitted power.

§ 14.261 [Deletion]

15. Section 14.261 is deleted in its entirety.

§ 14.262 [Deletion]

16. Section 14.262 is deleted in its entirety.

17. Section 14.265 is amended to read:

§ 14.265 Rules in other parts applicable.

The rules relating to the assignment and use of frequencies for ship, aircraft, marine-utility, and coast stations operating in the maritime mobile service and for stations operating in the maritime radio-location service which are set forth in Parts 7 and 8 of this chapter shall, except as otherwise specifically provided in this part, apply to stations of these services (including developmental stations) in the Alaska area so far as they are consistent with this part.

[F.R. Doc. 61–11290; Filed, Nov. 30, 1961; 8:45 a.m.]

Notices

ATOMIC ENERGY COMMISSION

[Docket No. 50-112]

UNIVERSITY OF OKLAHOMA

Notice of Issuance of Amendment to Utilization Facility License

Please take notice that no request for a formal hearing having been filed following publication of the notice of proposed action in the FEDERAL REGISTER on November 7, 1961, 26 F.R. 10493, the Atomic Energy Commission has issued Amendment No. 3 to Facility License No. R-53. The license authorizes University of Oklahoma to operate its nuclear reactor Model AGN-211, Serial No. 102, located on its campus in Norman, Oklahoma. The amendment authorizes the licensee to repair the fuel elements for the reactor by removing the blistered plastic cladding and repainting the elements with Copon epoxy paint as described in the licensee's application for license amendment dated October 6, 1961. The amendment also provides additional conditions regarding possible fission product leakage which will further safeguard operation of the reactor.

Dated at Germantown, Md., this 24th day of November 1961.

For the Atomic Energy Commission.

ROBERT H. BRYAN,
Acting Chief, Research and Power Reactor Safety Branch, Division of Licensing and Regulation.

[F.R. Doc. 61-11353; Filed, Nov. 30, 1961; 8:45 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[P. & S. Docket No. 450]

DENVER UNION STOCK YARD CO.

Notice of Petition for Modification of Rate Order

Pursuant to the provisions of the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), an order was issued on June 23, 1960 (19 A.D. 631), authorizing the respondent, Denver Union Stock Yard Company, Denver, Colorado, to assess the current temporary schedule of rates and charges to and including December 31, 1961, unless modified or extended by further order before the latter date.

By a petition filed on November 15, 1961, the respondent requested authority to modify, as soon as possible, the current temporary schedule of rates and charges as indicated below, and requested that the current schedule, as so modified, be continued in effect to and including December 31, 1963.

SECTION 1—*Yardage*

* * * * *

	Rate per head	
	Percent	*Proposed*
Cattle (except bulls)	$1.15	$1.25
Bulls (600 lbs. and over except purebreds)	1.60	1.75
Calves (400 lbs. and under)	.65	.71
Hogs	.32	.38
Sheep or goats	.21	.24
Horses or mules	.80	1.00
Purebred bulls	2.00	3.00
Purebred cows and heifers	1.50	2.00

* * * * *

SECTION 2—*Resale or reweigh*

* * * * *

	Rate per head	
	Percent	*Proposed*
Cattle (except purebred cows):		
Resold and/or reweighed through or by commission firms	$1.15	$1.25
Resold and/or reweighed for purposes of sale except through commission firms	.31	.33
Resold and/or reweighed other than through a commission firm for shipment from the stockyards	.15	.16
Bulls (600 lbs. and over except purebred bulls):		
Resold and/or reweighed through or by commission firms	1.60	1.75
Resold and/or reweighed for purposes of sale except through commission firms	-------	.47
Resold and/or reweighed other than through a commission firm for shipment from the stockyards	-------	.23
Calves (400 lbs. and under):		
Resold and/or reweighed through or by commission firms	.65	.71
Resold and/or reweighed for purposes of sale except through commission firms	.17	.19
Resold and/or reweighed other than through a commission firm for shipment from the stockyards	.07	.09
Hogs:		
Resold and/or reweighed through or by commission firms	.32	.38
Resold and/or reweighed for purposes of sale except through commission firms	.09	.10
Resold and/or reweighed other than through a commission firm for shipment from the stockyards	.05	.05
Sheep or goats:		
Resold and/or reweighed through or by commission firms	.21	.24
Resold and/or reweighed for purposes of sale except through commission firms	.05	.06
Resold and/or reweighed other than through a commission firm for shipment from the stockyards	.03	.03
Purebred bulls:		
Resold and/or reweighed through or by commission firms	2.00	3.00
Resold and/or reweighed for purposes of sale except through commission firms	1.50	3.00
Purebred cows:		
Resold and/or reweighed through or by commission firms	1.50	2.00
Resold and/or reweighed for purposes of sale except through commission firms	1.50	2.00

SECTION 3—*Direct delivery to Packers*

* * * * *

Cattle (except bulls)	$0.75	$0.81
Bulls (600 lbs. and over)	1.04	1.14
Calves (400 lbs. and under)	.42	.46
Hogs	.21	.25
Sheep or goats	.14	.16

The modifications, if authorized, will produce additional revenue for the respondent and increase the cost of marketing livestock. Accordingly, it appears that this public notice of the filing of the petition and its contents should be given in order that all interested persons may have an opportunity to indicate a desire to be heard in the matter.

All interested persons who desire to be heard in the matter shall notify the Hearing Clerk, United States Department of Agriculture, Washington 25, D.C., within 15 days after the publication of this notice.

Done at Washington, D.C., this 28th day of November 1961.

CLARENCE H. GIRARD,
Director, Packers and Stockyards Division, Agricultural Marketing Service.

[F.R. Doc. 61-11376; Filed, Nov. 30, 1961; 8:48 a.m.]

TEXAS AND SOUTHWESTERN CATTLE RAISERS ASSOCIATION, INC.

Authorization to Charge and Collect Fees for Inspection of Cattle

The Texas and Southwestern Cattle Raisers Association, Inc., pursuant to the provisions of section 317 of the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 217a), has filed a written application with the Secretary of Agriculture for authority to act as an official cattle inspection agency with respect to cattle, exclusive of baby calves of dairy breeds of less than one month of age, originating in or shipped from the State of Texas. It is found that the applicant is a duly organized livestock association of the State of Texas, that branding and marking of cattle as a means of establishing ownership prevail by custom or statute in the State of Texas, that no other application of a similar nature has been filed with the Department of Agriculture, and that it is necessary to authorize the Texas and Southwestern Cattle Raisers Association, Inc., to charge and collect a reasonable and nondiscriminatory fee at posted stockyards which are subject to the provisions of the Act for the inspection of brands, marks, and other identifying characteristics of cattle one month of age or older originating in or shipped from the State of Texas for the purpose of determining the ownership of such cattle.

Therefore, after consideration of such application and all data, views, and arguments submitted as a result of the Notice of Hearing on the Application for Authorization to Make Charges for Inspection of Cattle of The Texas and Southwestern Cattle Raisers Association, Inc., published in the FEDERAL REGISTER on August 31, 1961 (26 F.R. 8221), and pursuant to the provisions of section 317 of the Packers and Stockyards Act, 1921, as amended, the following authorization is granted to become effective January 1, 1962:

Authorization. The Texas and Southwestern Cattle Raisers Association, Inc., is hereby authorized, with respect to cattle one month of age or older originating in or shipped from the State of Texas, to charge and collect, at those stockyards posted under the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), at which the said Texas and Southwestern Cattle Raisers Association, Inc., may register as a market agency to perform such inspection, reasonable and nondiscriminatory fees for the inspection of brands, marks, and other identifying characteristics of such cattle for the purpose of determining the ownership of such cattle. Such charges as are authorized to be made under this authority shall be collected by the market agency or person receiving and disbursing the funds received from the sale of the cattle with respect to the inspection of which such charge is made, and shall be paid by it to the said Texas and Southwestern Cattle Raisers Association, Inc. Such inspection charges and collection of fees shall be subject to the provisions of the Packers and Stockyards Act, 1921, as amended, and the regulations issued thereunder (7 U.S.C. 217a).

Done at Washington, D.C., this 28th day of November 1961.

CHARLES S. MURPHY,
Acting Secretary of Agriculture.

[F.R. Doc. 61-11406; Filed, Nov. 30, 1961; 8:51 a.m.]

BUDDY SHOFFNER AUCTION CO. ET AL.

Proposed Posting of Stockyards

The Chief of the Rates and Registrations Branch, Packers and Stockyards Division, Agricultural Marketing Service, United States Department of Agriculture, has information that the livestock markets named below are stockyards as defined in section 302 of the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 202), and should be made subject to the provisions of the act.

Buddy Shoffner Auction Co., Newport, Ark.
Spencer Livestock Commission Co., Lewiston, Idaho.
Tri-County Livestock Co., Inc., Magee, Miss.
Tupelo Stockyard, Tupelo, Miss.
Hinds Sale Co., Memphis, Mo.
Wentzville Auction Co., Wentzville, Mo.
El Reno Live Stock Auction, El Reno, Okla.
Chickering Commission Sale, Westminster, Vt.

Notice is hereby given, therefore, that the said Chief, pursuant to authority delegated under the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), proposes to issue a rule designating the stockyards named above as posted stockyards subject to the provisions of the act, as provided in section 302 thereof.

Any person who wishes to submit written data, views, or arguments concerning the proposed rule may do so by filing them with the Chief, Rates and Registrations Branch, Packers and Stockyards Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D.C., within 15 days after publication hereof in the FEDERAL REGISTER.

Done at Washington, D.C., this 28th day of November 1961.

H. L. JONES,
Chief, Rates and Registrations Branch, Packers and Stockyards Division, Agricultural Marketing Service.

[F.R. Doc. 61-11407; Filed, Nov. 30, 1961; 8:51 a.m.]

RAMSEY & SONS ET AL.

Notice of Changes in Names of Posted Stockyards

It has been ascertained, and notice is hereby given, that the names of the livestock markets referred to herein, which were posted on the respective dates specified below as being subject to the provisions of the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), have been changed as indicated below.

Original name of stockyard, location, and date of posting	*Current name of stockyard and date of change in name*
ALABAMA	
Ramsey & Sons, Dothan, May 14, 1959	Ramsey & Sons, Inc., July 31, 1961.
ARKANSAS	
Farmers Livestock Auction Co., Springdale, Dec. 11, 1958.	Farmers and Ranchers Livestock Auction, Oct. 1, 1961.
Nettleton Stockyards & Auction Market, Nettleton, June 29, 1957.	Nettleton Stockyard, Inc., Sept. 26, 1961.
Producers Stockyards, Inc., North Little Rock, October 9, 1959.	Stockyards Operating Co., Inc., Nov. 1, 1961.
ILLINOIS	
Massac Auction, Inc., Metropolis, Nov. 27, 1959	Broadway and Weaver Auction, Aug. 2, 1961.
Savanna Livestock Sales, Savanna, Nov. 25, 1959.	Savanna Livestock Sales Barn, Aug. 8, 1961.
INDIANA	
Shipshewana Auction, Inc., Angola, Apr. 27, 1959.	Angola Livestock Auction, May 29, 1961.
Lowell Livestock Auction, Lowell, June 11, 1959.	Lowell Livestock Auction, Inc., Oct. 1, 1961.
KANSAS	
Sylvan Sales Company, Sylvan Grove, Apr. 25, 1950.	Sylvan Sales Company, Inc., Sept. 15, 1961.
MISSISSIPPI	
L. & S. Community Sale, Columbia, Jan. 6, 1959	Stringer Sale Barn, Sept. 15, 1961.
Ernest K. Peeler Livestock Barn, Kosciusko, Jan. 13, 1959.	Peeler's Livestock Barn No. 1, June 17, 1961.
Kosciusko Stockyards, Kosciusko, Jan. 12, 1959	Peeler's Livestock Barn No. 2, June 17, 1961.
MISSOURI	
Maryville Auction Co., Maryville, May 9, 1959	Maryville Auction Co., Inc., July 26, 1961.
MONTANA	
Montana Livestock Auction Co., Butte, Feb. 14, 1950.	Montana Livestock Auction, Inc., July 1, 1961.
NORTH DAKOTA	
Harrington Livestock Sales, Inc., Mayville, May 12, 1959.	Harrington Livestock Auction, Aug. 10, 1961.
SOUTH DAKOTA	
Faulkton Livestock Sales Co., Faulkton, June 3, 1959.	Magness Faulkton Livestock Exchange, Oct. 10, 1961.
McLaughlin Commission Co., McLaughlin, Jan. 31, 1956.	McLaughlin Commission Co., Inc., Oct. 4, 1961.
TENNESSEE	
Fayetteville Stockyard, Fayetteville, May 26, 1961.	Peoples Stockyards, Aug. 16, 1961.
TEXAS	
Mineral Wells Livestock Auction, Mineral Wells, Jan. 11, 1957.	Mineral Wells Stockyards Co., June 2, 1961.
VIRGINIA	
Culpeper Livestock Market, Inc., Culpeper, July 7, 1959.	Old Dominion Stockyards Co., July 11, 1961.

Done at Washington, D.C., this 28th day of November 1961.

H. L. JONES,
Chief, Rates and Registrations Branch, Packers and Stockyards Division, Agricultural Marketing Service.

[F.R. Doc. 61-11408; Filed, Nov. 30, 1961; 8:51 a.m.]

WELDON AUCTION SALES, INC., ET AL.

Deposting of Stockyards

It has been ascertained, and notice is hereby given, that the stockyards named herein, originally posted on the respective dates specified below as being subject to the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), no longer come within the definition of a stockyard under said act for the reason that they are no longer being conducted or operated as public markets, and are, therefore, no longer subject to the provisions of the act.

Name and location of stockyard	*Date of posting*
Weldon Auction Sales, Inc., Weldon, Ark.	June 27, 1957
Yellville Sale Barn, Yellville, Ark.	Feb. 18, 1959
Wentzville Auction Co., Wentzville, Mo.	May 14, 1959

The owners of the Wentzville Auction Co., Wentzville, Missouri, have built new facilities at another location, and notice of proposed posting of the new market will be issued.

Notice or other public procedure has not preceded promulgation of the foregoing rule since it is found that the giving of such notice would prevent the due and timely administration of the Packers and Stockyards Act and would, therefore, be impracticable and contrary to the public interest. There is no legal warrant or justification for not depositing promptly a stockyard which is no longer within the definition of that term contained in said act.

The foregoing is in the nature of a rule granting an exemption or relieving a restriction and, therefore, may be made effective in less than 30 days after publication in the FEDERAL REGISTER. This notice shall become effective upon publication in the FEDERAL REGISTER.

(42 Stat. 159, as amended and supplemented; 7 U.S.C. 181 et seq.)

Done at Washington, D.C., this 28th day of November 1961.

H. L. JONES,
Chief, Rates and Registrations Branch, Packers and Stockyards Division, Agricultural Marketing Service.

[F.R. Doc. 61-11409; Filed, Nov. 30, 1961; 8:51 a.m.]

WENTZ BROS. LIVESTOCK AUCTION ET AL.

Posted Stockyards

Pursuant to the authority delegated under the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), on the respective dates specified below it was ascertained that the livestock markets named below were stockyards within the definition of that term contained in section 302 of the act, as amended (7 U.S.C. 202), and were, therefore, subject to the act, and notice was given to the owners and to the public by posting notice at the stockyards as required by said section 302.

ARIZONA

Name and location of stockyard	*Date of posting*
Wentz Bros. Livestock Auction, Tucson	Sept. 26, 1961

KENTUCKY

Richmond Livestock Market, Inc., Richmond	Oct. 9, 1961

OKLAHOMA

Talihina Livestock Auction, Talihina	Oct. 19, 1961

WISCONSIN

Iowa County Livestock Marketing Co-op., Dodgeville	Oct. 24, 1961

Done at Washington, D.C., this 28th day of November 1961.

H. L. JONES,
Chief, Rates and Registrations Branch, Packers and Stockyards Division, Agricultural Marketing Service.

[F.R. Doc. 61-11410; Filed, Nov. 30, 1961; 8:51 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

OREGON; DIVISION OF LANDS AND MINERALS MANAGEMENT

Redelegation of Authority

NOVEMBER 22, 1961.

In accordance with section 1.1(a) of Bureau Order No. 684 (26 F.R. No. 8216, August 28, 1961), I hereby authorize the following employees to perform the functions listed below which are delegated to me:

1. The Lands Officer, Division of Lands and Minerals Management, Portland, Oregon, may perform the functions listed in section 1.5(a), *Classification of lands;*

2. The Minerals Officer, Division of Lands and Minerals Management, Portland, Oregon, may perform the functions listed in section 1.2(e), *Government contests,* and section 1.6(k), *Mining claims.*

Notwithstanding these delegations, the Chief, Division of Lands and Minerals Management, Portland, Oregon, is hereby authorized to perform the functions listed above.

Dated: November 22, 1961.

RUSSELL E. GETTY,
State Director.

[F.R. Doc. 61-11360; Filed, Nov. 30, 1961; 8:46 a.m.]

Office of the Secretary

[Order 2508, Amdt. 49]

BUREAU OF INDIAN AFFAIRS

Delegation of Authority

Section 13 of Order 2508, as amended (14 F.R. 258; 16 F.R. 11974; 17 F.R. 6418; 19 F.R. 34, 4585; 20 F.R. 167, 552; 21 F.R. 7655; 22 F.R. 2017, 3474; 23 F.R. 90, 1938; 24 F.R. 3703, 9514; 25 F.R. 2602, 5127, 7192; 26 F.R. 3207), is further amended by the addition of a new paragraph to read as follows:

SEC. 13. *Lands and minerals.** * *

(ff) The transfer, and the issuance of notices to be published in the FEDERAL REGISTER of the effective date of transfer, of records of trust or restricted lands from Washington, D.C., to the appropriate area office in accordance with 25 CFR 120.

STEWART L. UDALL,
Secretary of the Interior.

NOVEMBER 25, 1961.

[F.R. Doc. 61-11361; Filed, Nov. 30, 1961; 8:46 a.m.]

Aberdeen, Billings, Gallup, and Portland Area Offices, Bureau of Indian Affairs

TRANSFER OF LAND RECORDS

In accordance with 25 CFR 120, notice is hereby given that all title source documents and records pertaining to trust or restricted Indian lands on the Indian reservations listed below have been transferred from the city of Washington to the (1) Aberdeen Area Office, Bureau of Indian Affairs, 820 South Main Street, Aberdeen, South Dakota; (2) Billings Area Office, Bureau of Indian Affairs, 804 North 29th Street, Billings, Montana; (3) Gallup Area Office, Bureau of Indian Affairs, Gallup, New Mexico; and (4) Portland Area Office, Bureau of Indian Affairs, 1002 N.E. Holliday Street, Portland 8, Oregon.

1. Effective December 1, 1961, the Aberdeen Area Office will be the office for the maintenance of records for all trust or restricted lands on the Omaha, Ponca, Santee, and Winnebago Indian Reservations in the State of Nebraska; the Crow Creek and Lower Brule Indian Reservations in the State of South Dakota; and the Sisseton Indian Reservation in the States of North and South Dakota.

2. Effective December 1, 1961, the Billings Area Office will be the office for the maintenance of records for all trust or restricted lands on the Blackfeet, Fort Belknap, Fort Peck, and Nothern Cheyenne Indian Reservations in the State of Montana, and the Wind River Indian Reservation in the State of Wyoming.

3. Effective December 1, 1961, the Gallup Area Office will be the office for the maintenance of records for all trust or restricted lands on the Alamo (Navajo Community), Canoncito (Navajo Community), Laguna Pueblo, Ramah (Navajo Community), and Zuni Indian Reservations in the State of New Mexico, and the Navajo Indian Reservation in the States of Arizona, New Mexico, and Utah.

4. Effective December 1, 1961, the Portland Area Office will be the office for the maintenance of records for all trust or restricted lands on the Colville, Port Madison, and Tulalip Indian Reservations in the State of Washington.

STEWART L. UDALL,
Secretary of the Interior.

NOVEMBER 25, 1961.

[F.R. Doc. 61-11362; Filed, Nov. 30, 1961; 8:46 a.m.]

FARM CREDIT ADMINISTRATION

INVITATION TO BID ON SURETY BOND

Notice is hereby given to all companies holding certificates of authority from the Secretary of the Treasury as acceptable sureties on Federal bonds, that the Farm Credit Administration will accept sealed bids on a position schedule bond covering approximately 67 of its officers and employees. Copies of the invitation to bid, service requirements, the bond, and the schedule of positions to be bonded may be obtained by phoning or writing Joseph Kudlack, Room 0456, South Building, USDA, Washington 25, D.C., phone DU 8-4219. Bids are to be opened at 2 p.m., e.s.t., on December 19, 1961. Promptly after making the award, a purchase order will be issued to the successful bidder.

HAROLD T. MASON,
Acting Governor,
Farm Credit Administration.

[F.R. Doc. 61-11365; Filed, Nov. 30, 1961; 8:46 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 13217; Order No. E-17761]

AMERICAN AIRLINES, INC., ET AL.

Order of Investigation and Suspension

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 24th day of November 1961. In the matter of joint fare tariffs between Atlanta and Los Angeles by American Airlines, Inc., Continental Air Lines, Inc., Delta Air Lines, Inc., Eastern Air Lines, Inc., Northwest Airlines, Inc., Trans World Airlines, Inc., United Air Lines, Inc., Docket No. 13217; Order E-17761.

By tariff revision marked to become effective November 26, 1961, Continental Air Lines, Inc. and Northwest Airlines, Inc. propose a joint coach fare of $105.15, plus applicable jet surcharges, one-way, to apply between Atlanta and Los Angeles via Chicago. These carriers and also American Airlines, Inc., Delta Air Lines, Inc., Eastern Air Lines, Inc., Trans World Airlines, Inc., and United Air Lines, Inc., presently publish joint first-class fares for application over the same routing. In each case, the fares are equivalent to those applicable to direct service via southern transcontinental routings.

Upon consideration of the matters of record, the Board finds that the proposed joint coach fare as applied on a routing via Chicago may be unjust or unreasonable, or unjustly discrimnatory, or unduly preferential, or unduly prejudicial and should be investigated. The routing via Chicago entails a mileage circuitry of 18.7 percent as compared with a more direct routing via Dallas and Fort Worth and a 16.0 percent circuity as compared with a routing via Dallas and San Diego. Stated otherwise, this circuitry results in dilution in the carriers' revenues of approximately 16 and 14 percent, respectively, as compared with the existing routings. In view of these circumstances, the Board has further concluded to suspend the operation of the tariff revision relating to the proposed joint coach fare routing via Chicago and defer its use pending investigation. Further, since substantially comparable questions are raised by the now published joint first-class fares, we are herein ordering the inclusion of these fares within the scope of the investigation.

Accordingly, pursuant to the Federal Aviation Act of 1958 and particularly sections 204(a) and 1002 thereof,

It is ordered:

1. That an investigation is instituted to determine whether the fares between Atlanta and Chicago via the routing DL/EA/NW CHI-AA90/CO/TW11/UA22 on 18th Revised Page 328 (and subsequent revisions), and the fare between Atlanta and Los Angeles via the routing NW-CHI-CO on 46th Revised Page 435 of Agent C. C. Squire's C.A.B. No. 44, are, or will be, unjust or unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and if found to be unlawful to determine and prescribe the lawful fares.

2. That pending hearing and decision by the Board, the fare between Atlanta and Los Angeles via the routing NW-CHI-CO appearing on 46th Revised Page 435 of Agent C. C. Squire's C.A.B. No. 44 is suspended and its use deferred to and including February 23, 1962, unless otherwise ordered by the Board and that no changes be made therein during the period of suspension except by order or special permission of the Board.

3. That the proceedings ordered herein be assigned for hearing before an examiner of the Board at a time and place hereafter to be designated.

4. That copies of this order shall be filed with the tariffs and shall be served upon American Airlines, Inc., Continental Airlines, Inc., Delta Air Lines, Inc., Eastern Air Lines, Inc., Northwest Airlines, Inc., Trans World Airlines, Inc., and United Airlines, Inc., which are made parties to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 61-11401; Filed, Nov. 30, 1961; 8:51 a.m.]

[Docket No. 11879; Order E-17769]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Agreement Adopted by Traffic Conference Relating to Specific Commodity Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 27th day of November 1961.

There has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, an agreement between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Traffic Conference 1 of the International Air Transport Association (IATA), and adopted pursuant to the provisions of Resolution 590—Commodity Rates Board.

The agreement, adopted pursuant to unprotested notices to the carriers and promulgated in IATA Memoranda, cancels certain specific commodity rates and names an additional rate under commodity items as set forth below:

C.A.B. 14827	IATA Memorandum	Commodity Item No.	From/To
R-66	TC1/Rates 1297	0006	San Juan to Kingston.
R-67	TC1/Rates 1299	0420	Port au Prince to Miami—Cancel.
R-68	TC1/Rates 1298	9910	Miami to Panama City—Cancel.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find the subject agreement to be adverse to the public interest or in violation of the Act, provided that approval thereof is conditioned as hereinafter ordered:

Accordingly, it is ordered:

1. That Agreement C.A.B. 14827, R-66, R-67, and R-68, is approved, provided that such approval shall not constitute approval of any specific commodity description contained therein for purposes of tariff publication.

2. That any air carrier party to the agreement, or any interested person, may, within 15 days from the date of service, submit statements in writing, containing reasons deemed appropriate together with supporting data, in support of or in opposition to the Board's action herein. An original and nineteen copies of the statements should be filed with the Board's Docket Section. The Board may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 61-11402; Filed, Nov. 30, 1961; 8:51 a.m.]

[Docket No. 11879; Order E-17775]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Agreement Adopted by Joint Conference Relating to Specific Commodity Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 28th day of November 1961.

There has been filed with the Board, pursuant to section 412(a) of the Federal

Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, an agreement between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Joint Conference 1–2–3 of the International Air Transport Association (IATA). The agreement was adopted at the seventeenth meeting of the Atlantic Specific Commodity Rates Board, held in New York, N.Y., on November 8, 1961, and has been assigned the above-designated C.A.B. Agreement number.

The agreement names additional specific commodity rates under existing items, as follows:

Item 1421—From Copenhagen to New York.
Item 6005—Between New York and Prague.
Item 8550—From Prague to New York.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find the subject agreement to be adverse to the public interest or in violation of the Act, provided that approval thereof is conditioned as hereinafter ordered.

Accordingly, it is ordered that:

1. Agreement C.A.B. 15962 is approved, provided that such approval shall not constitute approval of any specific commodity description contained therein for purposes of tariff publication.

2. Any air carrier party to the agreement, or any interested person, may, within 15 days from the date of service, submit statements in writing containing reasons deemed appropriate, together with supporting data in support of or in opposition to the Board's action herein. An original and nineteen copies of the statements should be filed with the Board's Docket Section. The Board, may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD B. SANDERSON,
Secretary.

[F.R. Doc. 61–11403; Filed, Nov. 30, 1961; 8:51 a.m.]

[Dockets Nos. 12964, 12976]

TRANSPORTES AEREOS NACIONALES, S.A.

Notice of Hearing

Notice is hereby given pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a public hearing in the above-entitled proceedings is assigned to be held on December 19, 1961 at 10:00 a.m., e.s.t., in Room 911, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before the undersigned examiner.

For information concerning the issues involved and other details in these proceedings, interested persons are referred to the prehearing conference report served October 18, 1961 and all other documents contained in the dockets of these proceedings on file in the Docket Section of the Civil Aeronautics Board.

Dated at Washington, D.C., November 27, 1961.

[SEAL] BARRON FREDRICKS,
Hearing Examiner.

[F.R. Doc. 61–11404; Filed, Nov. 30, 1961; 8:51 a.m.]

FEDERAL MARITIME COMMISSION

FARRELL LINES, INC., ET AL.

Notice of Agreements Filed for Approval

Notice is hereby given that the following described agreements have been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916 (39 Stat. 733, 75 Stat. 763; 46 U.S.C. 814):

Agreement 8655, between Farrell Lines, Inc. and the Clan Steamers, Ltd., covers a through billing arrangement in the trade between Madagascan ports and U.S. Atlantic ports with transhipment at South and East African ports.

Agreement 8752, between American Export Lines, Inc. and Alcoa Steamship Company, Inc., covers a through billing arrangement for the transportation of general cargo, exclusive of refrigerated cargo, garlic and other perishables or semiperishables in the trade from France, Italy, and North Africa ports to Puerto Rico, with transhipment at New York or Baltimore.

Interested parties may inspect these agreements and obtain copies thereof at the Office of Regulations, Federal Maritime Commission, Washington, D.C., and may submit within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to either of these agreements and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: November 28, 1961.

By order of the Federal Maritime Commission.

GEO. A. VIEHMANN,
Assistant Secretary.

[F.R. Doc. 61–11395; Filed Nov. 30, 1961; 8:50 a.m.]

FEDERAL POWER COMMISSION

[Docket No. CP62–109]

COLUMBIA GULF TRANSMISSION CO.

Notice of Application and Date of Hearing

NOVEMBER 24, 1961.

Take notice that on October 30, 1961, Columbia Gulf Transmission Company (Applicant), 3805 West Alabama Avenue, Houston 27, Texas, filed in Docket No. CP62–109 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of field facilities to enable Applicant to take into its certificated main pipeline system natural gas which will be purchased from producers thereof from time to time during the calendar year 1962 at a cost not to exceed $500,000 with no single project to exceed a cost of $250,000, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

The purpose of this "budget-type" application is to augment Applicant's ability to act with reasonable dispatch in contracting for and connecting to its pipeline system new supplies of natural gas in various producing areas generally coextensive with said system.

Applicant proposes to finance the subject facilities from funds on hand.

This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on December 27, 1961, at 9:30 a.m., e.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such application: *Provided, however,* That the Commission may, after a noncontested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before December 15, 1961. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 61–11354; Filed, Nov. 30, 1961; 8:45 a.m.]

[Docket No. CP61–199]

EAST TENNESSEE NATURAL GAS CO.

Notice of Postponement of Hearing

NOVEMBER 24, 1961.

Take notice that the hearing in the above-docketed proceeding heretofore scheduled to commence on December 4, 1961, by notice issued October 27, 1961, and published in the FEDERAL REGISTER on November 7, 1961 (26 F.R. 10493) be and hereby is postponed to a date to be fixed by further notice.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 61–11355; Filed, Nov. 30, 1961; 8:45 a.m.]

[Project No. 2303]

GEORGIA POWER CO.

Notice of Application for Preliminary Permit

NOVEMBER 24, 1961.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U.S.C. 791a–825r) by Georgia Power Company, Atlanta 2, Georgia, for preliminary permit for proposed water power Project No. 2303, to be located on Flint River, in Crawford, Meriwether, Pike, Talbot, Taylor, and Upson Counties, Georgia, in the region of Butler, Roberta, Thomaston, and Manchester, Georgia.

According to the application: applicant proposes to study the feasibility of developing the Flint River for hydroelectric generating purposes by the construction of dams between river miles 230 and 270; this reach of the river contains the Lower Auchumpkee Creek, Liza Creek, Spewrell Bluff and other possible sites; and construction of dams in this reach could develop approximately 380 feet of gross head with a total installed capacity of about 300,000 kilowatts having an annual generation of approximately 350,000,000 kilowatt hours.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is January 15, 1962. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 61–11356; Filed, Nov. 30, 1961; 8:45 a.m.]

[Docket No. CP62–35]

MICHIGAN GAS STORAGE CO.

Notice of Application and Date of Hearing

NOVEMBER 24, 1961.

Take notice that on August 14, 1961, Michigan Gas Storage Company (Applicant), 212 West Michigan Avenue, Jackson, Michigan, filed an application, as supplemented on September 29, 1961, in Docket No. CP62–35, pursuant to section 7(c) of the Natural Gas Act, for a certificate of public convenience and necessity authorizing the construction and operation of certain facilities in order to establish two new delivery points and to enlarge an existing delivery point to enable Applicant to deliver gas to Consumers Power Company (Consumers), its affiliate and sole customer. Consumers proposes to utilize said gas to initiate natural gas service to the Township of Bath, the Village of Stockbridge and the City of Lake City, located, respectively, in Clinton, Ingham, and Missaukee Counties, Michigan.

Applicant's proposals are more fully set forth in the application, as supplemented, on file with the Commission and open to public inspection.

Applicant proposes to construct and operate the following facilities:

(1) For service to Bath, meter and regulator facilities on Applicant's Lansing pipeline lateral in Victor Township, Clinton County, Michigan, at an estimated cost of $19,000.

(2) For service to Stockbridge, meter and regulator facilities on Applicant's Freedom-Laingsburg pipeline in Unadilla Township, Livingston County, Michigan, at an estimated cost of $18,000.

(3) For service to Lake City, enlargement of applicants existing McBain meter station in Riverside Township, Missaukee County, Michigan, at an estimated cost of $3,000.

The application shows the following estimated natural gas requirements for the three communities:

	Bath	Stockbridge	Lake City
Peak day (Mcf):			
1st year	162	322	452
2d year	177	350	477
3d year	188	384	502
Annual (Mcf):			
1st year	24,890	47,633	69,419
2d year	26,920	51,730	73,299
3d year	28,538	55,827	77,121

The total estimated cost of $40,000 for construction of the proposed facilities will be financed by Applicant from funds on hand.

Consumers will build the distribution facilities necessary to render natural gas service to the three communities.

This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on December 28, 1961, at 9:30 a.m., e.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such application: *Provided, however,* That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before December 18, 1961. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 61–11357; Filed, Nov. 30, 1961; 8:45 a.m.]

[Docket Nos. RI62–193, RI62–194]

T. L. JAMES & CO., INC., ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates and Making Rates Effective Subject to Refund [1]

NOVEMBER 22, 1961.

T. L. James & Company, Inc., et al., Docket No. RI62–193; Champlin Oil & Refining Company (Operator) et al., Docket No. RI62–194.

The above-named respondents have tendered for filing proposed changes in presently effective rate schedules for sales of natural gas subject to the jurisdiction of the Commission. The proposed changes are designated as follows:

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date [1] unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI62–193	T. L. James & Co., Inc., et al., P. O. Box 531, Ruston, La.	4	6	Mississippi River Fuel Corp., North Choudrant Field, Lincoln Parish, La. (North Louisiana).	$162	10–27–61	11–27–61	11–28–61	[2] 13.59	14.04	G–18408
RI62–194	Champlin Oil & Refining Co. (Operator), et al., P. O. Box 9365, Fort Worth 7, Tex.	5	9	Tennessee Gas Transmission Co., Stratton-Agua Dulce Field, Nueces and Jim Wells Counties, Tex. (R.R. District No. 4).	17,328	10–31–61	12– 1–61	12– 2–61	[3] 14.6	14.7165	----------

[1] The stated effective date for each filing is the first day after expiration of the required statutory notice.
[2] The pressure base is 15.025 psia.
[3] The pressure base is 14.65 psia.

[1] This order does not provide for the consolidation for hearing or disposition of the several matters covered herein, nor should it be so construed.

James' increase proposes a base rate below the applicable area ceiling but includes a questionable tax reimbursement for increased Louisiana severance tax.

Champlin's increase exceeds the applicable area ceiling; its increase results from reimbursement of a new "Dedicated Reserve Gas Tax" imposed by the Texas legislature. Since the constitutionality of the new tax has not yet been determined, the filing should be suspended for one day.

The increased rates and charges so proposed may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon hearings concerning the lawfulness of the several proposed changes and that the above-designated supplements be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), public hearings shall be held upon dates to be fixed by notices from the Secretary concerning the lawfulness of the several proposed increased rates and charges contained in the above-designated supplements.

(B) Pending hearings and decisions thereon, the above-designated rate supplements are hereby suspended and the use thereof deferred until the date indicated in the above "Date Suspended Until" column, and thereafter until such further time as they are made effective in the manner prescribed by the Natural Gas Act: *Provided, however,* That the supplements shall become effective subject to refund on the date and in the manner herein prescribed [2] if within 20 days from the date of issuance of this order respondents shall execute and file under the above-designated docket numbers with the Secretary of the Commission their agreement and undertakings to comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, accompanied by certificates showing service of copies thereof upon all purchasers under the rate schedules involved. Unless respondents are advised to the contrary within 15 days after the filing of such agreement and undertakings, the agreement and undertakings shall be deemed to have been accepted.

(C) Neither the supplements hereby suspended, nor the rate schedules sought to be altered thereby, shall be changed until these proceedings have been disposed of or until the periods of suspension have expired, unless otherwise ordered by the Commission.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37) on or before January 4, 1962.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE, *Secretary.*

[F.R. Doc. 61-11353; Filed, Nov. 30, 1961; 8:45 a.m.]

[2] With only the tax reimbursement and "Dedicated Reserve Gas Tax" portions to be made effective subject to refund.

FOREIGN-TRADE ZONES BOARD

BOARD OF COMMISSIONERS, PORT OF NEW ORLEANS

Application for a Foreign-Trade Sub-Zone in New Orleans, La.

Notice is hereby given that an application has been made to the Foreign-Trade Zones Board by the Board of Commissioners of the Port of New Orleans, Grantee of Foreign-Trade Zone No. 2 at New Orleans, for the privilege of establishing, operating, and maintaining a foreign-trade sub-zone, pursuant to the provisions of the Foreign-Trade Zones Act of June 18, 1934, as amended (48 Stat. 998–1003; 19 U.S.C. 81a–81u).

The specific area in which it is proposed to establish the New Orleans Foreign-Trade Sub-Zone is located one-half mile from the parent zone in Illinois Central Railroad Warehouse No. 32 at 3900 Tchoupitoulas Street, New Orleans, Louisiana, for the purpose of making available cold storage or other refrigerated facilities and related services to accommodate the handling of commodities requiring refrigeration in said zone. The proposed sub-zone has an area of ten-thousand six-hundred (10,600) square feet.

The proposed site of the sub-zone is available through a contractual arrangement between the Board of Commissioners of the Port of New Orleans and the New Orleans Cold Storage and Warehouse Company, Ltd., the latter to operate the facility as an agent of Foreign-Trade Zone No. 2.

Pursuant to the Foreign-Trade Zones Board Regulations,[1] said application for a sub-zone and accompanying exhibits, having been reviewed for compliance with said Regulations, and the application having now been found to be in order, the Executive Secretary hereby designates as an Examiners Committee, Richard H. Lake, Executive Secretary, Foreign-Trade Zones Board, Chairman; Hon. Theodore H. Lyons, Collector of Customs, New Orleans; and Col. Edward B. Jennings, District Engineer, U.S. Army Engineer District, New Orleans, to make an investigation of the application and report thereon to the Board for final action.

General plans showing the location of the proposed sub-zone and other pertinent information may be examined at the Office of the Collector of Customs at New Orleans, or at the Office of the Executive Secretary, of the Foreign-Trade Zones Board, Room 7416 Commerce Building, Washintgon 25, D.C.

Notice is hereby further given that, in connection with its consideration of the application, the Examiners Committee invites interested persons to submit their views regarding the application, including any additional facts they believe relevant. Such views must be submitted in writing to the Executive Secretary of the Foreign-Trade Zones Board, Washington 25, D.C., attention Examiners Committee, not later than thirty (30) days after the publication of this Notice in the FEDERAL REGISTER. Interested persons desiring an oral hearing on the matter must make written request therefor on or before that date stating their interest and reasons why a hearing is desired.

If no request for a hearing is received, or if the Examiners Committee in any event determines it can proceed with its investigation without oral hearing, the Committee will complete its investigation and report to the Board as soon as practicable on the basis of the application, accompanying exhibits, and any other available information pertaining to the matter.

RICHARD H. LAKE,
Executive Secretary,
Foreign-Trade Zones Board.

NOVEMBER 27, 1961.

[F.R. Doc. 61-11396; Filed, Nov. 30, 1961; 8:50 a.m.]

[1] See Title 15, Code of Federal Regulations, Part 400, Article 13, Rules of Procedure and Practice.

SECURITIES AND EXCHANGE COMMISSION

[File No. 812-1457]

HARBOR PLYWOOD CORP. AND HUNT FOODS AND INDUSTRIES, INC.

Notice of and Order for Hearing on Application and for an Order Declaring Company Has Ceased To Be an Investment Company

NOVEMBER 22, 1961.

In the matter of Harbor Plywood Corporation, (Aberdeen, Washington) and Hunt Foods and Industries, Inc., 1747 West Commonwealth Ave., Fullerton, California; File No. 812-1457.

Notice is hereby given that Harbor Plywood Corporation ("Harbor"), a Delaware corporation and a closed-end, non-diversified investment company, registered under the Investment Company Act of 1940 ("Act") and Hunt Foods and Industries, Inc. ("Hunt"), which is also a Delaware corporation and is primarily engaged in the processing, packaging and distribution of a variety of food and grocery products, have filed a joint application for an order of the Commission exempting from the prohibitions of section 17(a) of the Act the exchange of securities incident to a merger of Harbor into Hunt. The application also requests an order pursuant to section 8(f) declaring that Harbor will cease to be an investment company upon consummation of the merger

of Harbor into Hunt. All interested persons are referred to the application on file with the Commission for a complete statement of the transaction which is summarized below.

Harbor's sole class of outstanding securities consists of 1,024,216 shares of common stock of which Hunt owns 749,088 shares (73.14 percent). Applicants represent that to the best of their knowledge no other person owns as much as 5 percent of the remaining shares of the common stock of Harbor.

Harbor, in turn, owns 222,906 shares (4.79 percent) of the 4,655,930 outstanding shares of the common stock of Hunt. Of the total Hunt stock now held by Harbor, 212,292 shares were acquired as a result of the merger of Hunt and Wesson Oil and Snowdrift Company, Inc., and the remaining 10,614 shares were received through a 5 percent stock dividend paid by Hunt on March 24, 1961. Harbor's holdings of the Hunt stock constituted 32 percent of the market value of Harbor's assets as of September 30, 1961.

Certain claims have been asserted on behalf of minority stockholders of Harbor, both derivatively and as a class, against Hunt and certain individuals in an action entitled Laufer v. Hunt Foods and Industries, Inc., et al., filed in the Court of Chancery for the State of Delaware, in and for New Castle County. The complaint alleges that Hunt and the individual defendants (a) depressed the market price of Harbor's common stock in order to benefit through purchases of the Harbor stock by Hunt at depressed prices, (b) breached their duty as directors or principal shareholders in not having caused Harbor to purchase its stock at market prices which were substantially less than its intrinsic value and (c) breached said duty in causing Harbor to purchase the stock of Knox Glass, Inc. for the benefit of Hunt and to the detriment of Harbor. Violations of the Securities Exchange Act of 1934 and the Investment Company Act of 1940 are also alleged. The plaintiff requested the Court to cause a distribution of the assets of Harbor, to direct an accounting, to assess damages, to appoint a receiver, and to direct payment of attorney's fees. The plaintiff, Laufer, has been joined in his complaint by Benjamin Dreyfus, Peter Dreyfus, David Thompson and Virginia Thompson as intervenors.

While Hunt, Harbor and the individual defendants consider the suit to be without merit, they recognize that a legal action of this nature can involve protracted and expensive litigation and that the outcome cannot be accurately predicted.

The basis for determining the exchange ratio for the merger is stated to be as follows:

The book value (cost) of Harbor's net assets on September 30, 1961, was adjusted to reflect the net excess over cost of the current market prices of securities owned by it for which quotations were available, to give an adjusted value of approximately $39.90 per share. Additional adjustments were made to reflect other factors including possible adjustments on securities for which there were no quoted market values, market prices at which Harbor stock has been traded, dividend policies of the two companies, and recognition of some value for the claims referred to above. These additional adjustments resulted in a base value for Harbor stock for exchange purposes of $41.55 per share.

Shares of Hunt stock will be exchanged for the shares of Harbor stock on the basis of valuing the Hunt stock at the average of its closing market prices for the 15 trading days immediately preceding the effective date of the merger and valuing the Harbor stock as stated above, except that the portfolio valuation as thus stated of Harbor's assets will be further adjusted to reflect the average market valuation thereof for the same 15-day trading period immediately preceding the effective date of the merger, provided that if the value per share of Harbor stock so determined is greater than $39.90, the difference shall be added to $41.55 per share, while if less than $39.90, the difference shall be subtracted from $41.55.

The effective date of the merger is to be January 2, 1962, or such other date as shall be fixed by Harbor and Hunt and which is to be not later than five business days after the occurrence of the last of the following events:

(1) Exemption of the proposed transaction by the Commission from the provisions of the Investment Company Act as requested herein and the granting of any other applications under the Act and any other Act or rule or regulation necessary to accomplish the merger.

(2) Securing the requisite approval of the merger by the shareholders of the applicants as required by Delaware law.

(3) Approval by the Court of Chancery of the State of Delaware of the terms of the merger as a full complete settlement of the claims asserted in the aforementioned litigation or any other litigation of a similar nature which may subsequently be commenced, and determination and approval by the court of the counsel fees and other expenses payable in said action or actions. Payments of such fees and expenses shall be assumed by Hunt and shall not be taken into consideration in determining the definitive exchange ratio.

(4) Securing by Hunt of the requisite permit to issue stock from the California Commissioner of Corporations.

The shares of Harbor now held by Hunt and the shares of Hunt now held by Harbor are to be extinguished in the merger, and Hunt shares are to be issued at the exchange ratio only to stockholders other than Hunt.

The application recites that, pending the merger, it is the intention of Harbor to continue its present dividend policy.

It is ordered, Pursuant to section 40(a) of the Act, that a hearing on the aforesaid application under the applicable provisions of the Act and of the rules of the Commission thereunder be held on the 18th day of December 1961 at 10:00 a.m., in the offices of the Securities and Exchange Commission, 425 Second Street NW., Washington 25, D.C. At such time the Hearing Room Clerk will advise as to the room in which such hearing will be held. Any person desiring to be heard or otherwise to participate in the proceedings is directed to file with the Secretary of the Commission his application as provided by Rule 9(c) of the Commission's Rules of Practice, on or before the date provided in that Rule setting forth any issues of law or fact which he desires to controvert or any additional issues which he deems raised by this Notice and Order or by such application. A copy of such request shall be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon applicants. Proof of such service (by affidavit or in case of an attorney-at-law by certificate) should be filed contemporaneously with the request.

It is further ordered, That Sidney Feiler, or any officer or officers of the Commission, designated by it for that purpose, shall preside at said hearing. The officer so designated is hereby authorized to exercise all the powers granted to the Commission under sections 41 and 42(b) of the Investment Company Act of 1940 and to a hearing officer under the Commission's rules of practice.

The Division of Corporate Regulation having advised the Commission that it has made a preliminary examination of the application, and that upon the basis thereof the following matters and questions are presented for consideration, without prejudice to its specifying additional matters and questions upon further examination: (1) Whether the terms of the proposed merger, including the consideration to be paid, are reasonable and fair and do not involve overreaching on the part of any person concerned and whether the proposed merger is consistent with the policy of the investment company and the general purposes of the Act; (2) whether there is basis for granting the request for an order pursuant to section 8(f) declaring that Harbor has ceased to be an investment company.

It is further ordered, That at the aforesaid hearing attention be given to the foregoing matters and questions.

It is further ordered, That the Secretary of the Commission shall give notice of the aforesaid hearing by mailing a copy of this notice and order by registered mail to Hunt and Harbor, and that notice to all other persons be given by publication of this notice and order in the FEDERAL REGISTER and that a general release of this Commission in respect of this notice and order be distributed to the press and mailed to the mailing list for release.

It is further ordered, That Hunt mail a copy of this notice and order to each public stockholder of Harbor at his last known address at least 15 days before the date set for hearing hereon.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 61-11369; Filed, Nov. 30, 1961; 8:47 a.m.]

[File No. 70-3319]

MISSISSIPPI VALLEY GENERATING CO. ET AL.

Notice of Filing of Supplemental Application-Declaration

NOVEMBER 22, 1961.

In the matter of Mississippi Valley Generating Company, Arkansas Power & Light Company, Middle South Utilities, Inc., The Southern Company; File No. 70-3319.

Notice is hereby given that Middle South Utilities, Inc. ("Middle South"), 2 Broadway, New York 4, New York, and The Southern Company ("Southern"), 1330 West Peachtree Street, Atlanta 9, Georgia, both registered holding companies, and their inactive electric-utility subsidiary company, Mississippi Valley Generating Company ("MVG"), and Arkansas Power & Light Company ("Arkansas"), 9th and Louisiana Streets, Little Rock, Arkansas, an electric-utility subsidiary company of Middle South, have filed, pursuant to the Public Utility Holding Company Act of 1935 ("Act"), a joint supplemental application-declaration (designated Amendment No. 5 to the joint declaration permitted to become effective September 14, 1961) regarding the proposed sale by MVG to Arkansas of certain assets, and requesting an extension of time within which to consummate the liquidation and dissolution of MVG. The supplemental application-declaration designates sections 9, 10, 12 (f) and (g) of the Act and Rule 43 promulgated thereunder as applicable to the proposed transactions.

All interested persons are referred to the joint supplemental application-declaration on file at the office of the Commission for a statement of the transactions proposed and the basis for the request for an extension of time to effectuate the liquidation and dissolution of MVG.

By Memorandum, Opinion, and Order (Holding Company Act Release No. 14517) issued September 14, 1961, the Commission authorized Middle South and Southern, the owners, respectively, of 79 percent and 21 percent of the outstanding shares (11,000) of the common stock of MVG, to provide the funds, in such proportions, in the estimated aggregate amount of $1,300,000, sufficient to pay directly to MVG's creditors all of MVG's liabilities remaining after the application to the payment thereof of all of MVG's assets (consisting of, among other things, land at cost) aggregating $524,061.28 at March 31, 1961; and to effectuate the liquidation and dissolution of MVG, and, in connection therewith, authorized Middle South and Southern to surrender and MVG to acquire for cancellation, the 11,000 outstanding shares of MVG.

Pursuant to the prior authorization, MVG has paid to Middle South and Southern $267,623.63 (cash and the proceeds from the sale of temporary cash investments) and Middle South and Southern have paid all of MVG's creditors.

MVG proposes to transfer to Arkansas and Arkansas proposes to acquire: (a) land (located in Arkansas' service area and stated to be appropriate for the future use by Arkansas as a power plant site) at the stated cost of $254,102.77 to MVG, (b) pertinent engineering and development work useful to Arkansas in the utilization of the land at the stated cost of $235,158.31 to MVG, and (c) 100,000 yards of sand, dirt or soil underlying a deed from Jackson Life Insurance Company at $2,500, the value thereof to the owner of the plant site found by the Court of Claims, or an aggregate cash consideration of $491,761.08. After consummation of the proposed sale and as soon as the necessary corporate and other actions required by State law to effectuate the dissolution of MVG can be taken, Middle South and Southern will surrender and MVG will acquire for cancellation, as heretofore authorized, the 11,000 outstanding shares of the common stock of MVG, and any MVG assets, which may remain after provision for any tax liabilities and expenses incidental to its dissolution, will be distributed to Middle South and Southern in the respective proportions of 79 percent and 21 percent.

Extension of the time provided by Rule 24 promulgated under the Act within which to effectuate the transactions previously authorized and those presently proposed is requested so as to accord sixty days after the issuance of the order herein to effectuate such transactions.

The joint supplemental application-declaration states that no fees, commissions or expenses are to be incurred in connection with the proposed transactions; and that applicants-declarants believe that neither the Arkansas Public Service Commission nor any other State commission, and no Federal commission, other than this Commission, has jurisdiction over any of the proposed transactions.

Notice is further given that any interested person may, on or before December 18, 1961, request in writing that a hearing be held in respect of such matters, stating the nature of his interest, the reasons for such request, and the issues of fact or law which he desires to controvert; or he may request that he be notified should the Commission order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. A copy of such request should be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon applicants-declarants, and proof of service (by affidavit or, in case of an attorney-at-law, by certificate) filed or dispatched contemporaneously with the request. At any time after said date the Commission may grant and permit to become effective the joint supplemental application-declaration as filed, or as it may be amended; or the Commission may grant exemption from its rules and regulations, as provided by Rules 20(a) and 100 thereof, or take such other action as it deems appropriate.

It is ordered, That a copy of this notice be served by registered mail on all parties hereto and the Arkansas Public Service Commission.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 61-11370; Filed, Nov. 30, 1961; 8:47 a.m.]

[File No. 70-3999]

WEST TEXAS UTILITIES CO. AND CENTRAL AND SOUTH WEST CORP.

Notice of Proposed Charter Amendment Increasing Authorized Shares of Common Stock, Issuance and Sale of Common Stock by Subsidiary, and Acquisition Thereof by Holding Company

NOVEMBER 22, 1961.

Notice is hereby given that Central and South West Corporation ("Central"), 902 Market Street, Wilmington 99, Delaware, a registered holding company, and West Texas Utilities Company ("West Texas"), one of its public-utility subsidiary companies, have filed a joint application-declaration and an amendment thereto with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating sections 6, 9, 10, and 12(f) of the Act and Rule 43 promulgated thereunder as applicable to the proposed transactions.

All interested persons are referred to the joint application-declaration, on file at the office of the Commission, for a statement of the transactions therein proposed which are summarized as follows:

West Texas proposes to amend its Charter or Articles of Incorporation to increase the total number of authorized shares of its common stock, $10 par value, from 2,000,000 shares to 2,800,000 shares and proposes to issue and sell 800,000 shares to Central, the owner of all of its presently outstanding common stock. Central proposes to acquire the 800,000 shares for $10 per share, in cash, or a total consideration of $8,000,000. The acquisition will be made, in a simultaneous transaction, using the proceeds of a cash dividend in the amount of $8,000,000 proposed to be declared and paid by West Texas on its common stock out of its earned surplus.

The joint application-declaration states that no fees, commissions, or expenses are to be paid or incurred in connection with the proposed transactions other than a Federal original issue stamp tax, amounting to $8,000 and payable by West Texas, and miscellaneous and incidental expenses, estimated at $250. West Texas estimates that $750 represents a reasonable allocation to the proposed transactions of the annual retainer fee paid to its legal counsel. It is further stated that no State and no Federal commission, other than this Commission, has jurisdiction over the proposed transactions.

Notice is further given that any interested person may, not later than December 18, 1961, request in writing that a hearing be held on such matters, stat-

ing the nature of his interest, the reasons for such request, and the issues of fact or law raised by said joint application-declaration, as amended, which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D.C. A copy of such request should be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon the applicant-declarants, and proof of service (by affidavit or, in case of an attorney-at-law, by certificate) should be filed contemporaneously with the request. At any time after said date, the joint application-declaration, as amended or as it may be further amended, may be granted and permitted to become effective as provided in Rule 23 of the General Rules and Regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 61-11371; Filed, Nov. 30, 1961; 8:47 a.m.]

TARIFF COMMISSION

[22-25]

COTTON PRODUCTS

Notice of Change in Hearing Date

Notice is hereby given that the public hearing in connection with the investigation instituted under section 22(a) of the Agricultural Adjustment Act, as amended (7 U.S.C. 624), with respect to "Articles or Materials Wholly or in Part of Cotton," heretofore scheduled for 10 a.m., e.s.t., on March 13, 1962 (26 F.R. 11226), has been rescheduled for 10 a.m., e.s.t., on February 13, 1962.

Issued: November 28, 1961.

By order of the Commission.

[SEAL] DONN N. BENT, *Secretary.*

[F.R. Doc. 61-11389; Filed, Nov. 30, 1961; 8:49 a.m.]

DEPARTMENT OF LABOR

Wage and Hour Division

CERTIFICATES AUTHORIZING EMPLOYMENT OF LEARNERS AT SPECIAL MINIMUM RATES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), the regulations on employment of learners (29 CFR Part 522), and Administrative Order No. 524 (24 F.R. 9274) the firms listed in this notice have been issued special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the Act. The effective and expiration dates, occupations, wage rates, number or proportion of learners, learning periods, and the principal product manufactured by the employer for certificates issued under general learner regulations (§§ 522.1 to 522.11) are as indicated below. Conditions provided in certificates issued under special industry regulations are as established in these regulations.

Apparel Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.20 to 522.25 as amended).

The following learner certificates were issued authorizing the employment of 10 percent of the total number of factory production workers for normal labor turnover purposes. The effective and expiration dates are indicated.

Alabama Textile Products Corp., Andalusia, Ala.; effective 12-1-61 to 11-30-62 (men's dress shirts, sport shirts, and work pants).

Alabama Textile Products Corp., Troy, Ala.; effective 12-1-61 to 11-30-62 (men's dress shirts).

Anthracite Shirt Co., One South Franklin Street, Shamokin, Pa.; effective 12-1-61 to 11-30-62 (men's and boys' dress and sport shirts and ladies' tailored blouses).

Blue Buckel Overall Co., Marshall, Tex.; effective 11-14-61 to 11-13-62 (men's and boys' dungarees).

Brew-Schneider Co., Inc., Highway 62, Blakely, Ga.; effective 11-14-61 to 11-13-62 (washable service garments).

Carolina Underwear Co., Inc., Carole Division, Pajama Division, Thomasville, N.C.; effective 11-16-61 to 11-15-62; 10 percent of the total number of factory production workers engaged in the production of men's and boys' woven pajamas (men's and boys' pajamas).

D and D Shirt Co., 1801 Newport Avenue, Northampton, Pa.; effective 11-13-61 to 11-12-62 (men's dress and army shirts, ladies' shirtwaist blouses).

Dixie Manufacturing Co., Plant No. 2, Columbia, Tenn.; effective 11-12-61 to 11-11-62. Learners may not be employed at special minimum wage rates in the production of separate skirts (ladies' and girls' shorts and slacks).

Dushore Lingerie Co., Inc., Dushore, Pa.; effective 11-25-61 to 11-24-62 (women's sleepwear).

Florence Manufacturing Co., Inc., Florence, S.C.; effective 11-29-61 to 11-28-62 (ladies' dresses).

Four's Co., Inc., Blairsville, Pa.; effective 11-14-61 to 11-13-62 (children's dresses).

Hartsville Garment Corp., 226 Broadway, Hartsville, Tenn.; effective 11-16-61 to 11-15-62 (men's sport shirts).

Hartsville Manufacturing Co., Inc., Hartsville, S.C.; effective 11-17-61 to 11-16-62 (ladies' wash dresses).

Jaymie Dresses, Inc., One Coffin Avenue, New Bedford, Mass.; effective 11-20-61 to 11-19-62 (women's rayon dresses).

McGregor-Doniger, Inc., 69 King Street, Dover, N.J.; effective 11-20-61 to 11-19-62 (men's and boys' sport shirts and outerwear jackets).

McGregor-Doniger, Inc., 430 Morris Avenue, Summit, N.J.; effective 11-16-61 to 11-15-62 (men's and boys' outerwear and leisure jackets).

Protexall, Inc., 750 West Main Street, Galesburg, Ill.; effective 11-14-61 to 11-13-62 (men's cotton wash pants, shirts, and jackets).

Regal Shirt Corp., South Third Street, Catawissa, Pa.; effective 12-1-61 to 11-30-62 (men's sport shirts).

Regal Shirt Corp., Second and Pine Streets, Catawissa, Pa.; effective 11-14-61 to 11-13-62 (men's sport shirts).

Savada Brothers, Inc., 115-121 Mulberry Street, Millville, N.J.; effective 11-20-61 to 11-19-62 (boys' sport shirts).

Troy Textiles, Inc., Troy, Ala.; effective 11-24-61 to 11-23-62 (men's sport shirts).

The following learner certificates were issued for normal labor turnover purposes. The effective and expiration dates and the number of learners authorized are indicated.

Barry Bob Sportswear Co., Inc., 144 East Blaine Street, McAdoo, Pa.; effective 11-15-61 to 11-14-62; five learners. Learners may not be employed at special minimum wage rates in the production of separate skirts (women's and children's skirts and coordinates).

Blue Bell, Inc., Mount Jackson, Va.; effective 12-1-61 to 11-30-62; 10 learners (boys', girls', and ladies' dungarees).

Checotah Manufacturing Co., Checotah, Okla.; effective 11-14-61 to 11-13-62; 10 learners (children's peddlepushers and shorts).

The Jay Garment Co., Brookville, Ind.; effective 12-1-61 to 11-30-62; 10 learners (children's overalls).

Jo-Ann Dress Manufacturing, Lovell Park, Ebensburg, Pa.; effective 11-25-61 to 11-24-62; 10 learners (women's dresses).

Meyers and Son Manufacturing Co., Inc., New Castle, Ky.; effective 11-16-61 to 11-15-62; 10 learners (men's one-piece work suits).

Sagamore Garment Corp., Sagamore, Mass.; effective 11-20-61 to 11-19-62; 10 learners (women's rayon dresses).

Savada Brothers, Inc., 36-46 South Laurel Street, Bridgeton, N.J.; effective 11-20-61 to 11-19-62; 10 learners (boys' sport shirts).

Savada Brothers, Inc., New England Boulevard, Landisville, N.J.; effective 11-20-61 to 11-19-62; 10 learners (boys' sport shirts).

Savada Brothers, Inc., Wheat Road, Vineland, N.J.; effective 11-20-61 to 11-19-62; 10 learners (boys' sport shirts).

Selro Manufacturing Co., Fifth and Gay Streets, Denton, Md.; effective 11-19-61 to 11-18-62; 10 learners (women's sportswear).

The following learner certificates were issued for plant expansion purposes. The effective and expiration dates and the number of learners authorized are indicated.

Creedmoor Manufacturing Co., Inc., Creedmoor, N.C.; effective 11-15-61 to 5-14-62; 40 learners (sport shirts).

Eudora Manufacturing Corp., Eudora, Ark.; effective 11-17-61 to 5-16-62; 35 learners (industrial and professional uniforms, men's and women's work clothes).

Heflin Chenille Manufacturing Corp., Heflin, Ala.; effective 11-15-61 to 5-14-62; 10 learners (chenille house coats and cotton dusters).

Glove Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.60 to 522.65, as amended).

The Boss Manufacturing Co., 107 North Boss Street, Kewanee, Ill.; effective 11-14-61 to 5-13-62; 15 learners for plant expansion purposes (work gloves).

The Boss Manufacturing Co., 105 Elm Street, Chillicothe, Mo.; effective 11-15-61 to 5-14-62; 15 machine stitchers for plant expansion purposes (work gloves).

Hosiery Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.40 to 522.43, as amended).

Mars Hosiery Co., Inc., Johnston School Road, Asheville, N.C.; effective 11-22-61 to 5-21-62; 20 learners for plant expansion pur-

poses (ladies', men's, and children's tights, ladies' seamless hosiery).

Knitted Wear Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.30 to 522.35, as amended).

Carolina Underwear Co., Inc., Forsyth Division, Rayon Division, Carole Division, Thomasville, N.C.; effective 11-16-61 to 11-15-62; 5 percent of the total number of factory production workers engaged in the production of ladies' and children's panties and men's and boys' shorts for normal labor turnover purposes (ladies' and children's panties).

Fitzgerald Underwear Corp., 704 South Sherman Street, Fitzgerald, Ga.; effective 11-17-61 to 5-16-62; 15 learners for plant expansion purposes (ladies' and children's panties).

Fitzgerald Underwear Corp., 704 South Sherman Street Fitzgerald, Ga.; effective 11-17-61 to 11-16-62; 5 percent of the total number of factory production workers for normal labor turnover purposes (ladies' and children's panties).

Kayser-Roth Hosiery Co., Dayton Division, Dayton, Tenn.; effective 11-23-61 to 5-22-62; 20 learners for plant expansion purposes (ladies' and children's tights).

Each learner certificate has been issued upon the representation of the employer which, among other things, were that employment of learners at special minimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in Part 528 of Title 29 of the Code of Federal Regulations. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 522.9.

Signed at Washington, D.C., this 22d day of November 1961.

ROBERT G. GRONEWALD,
Authorized Representative of the Administrator.

[F.R. Doc. 61-11368; Filed, Nov. 30, 1961; 8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

NOVEMBER 28, 1961.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 37456: *Chemicals from Chaison, Tex.* Filed by Southwestern Freight Bureau, Agent (No. B-8111), for interested rail carriers. Rates on alcohols, proprietary anti-freeze preparations and related articles, in carloads and tank-car loads, from Chaison, Tex., to specified points in Kentucky, Minnesota, North Dakota, also Cincinnati, Ohio. Grounds for relief: Market competition. Tariff: Supplement 213 to Southwestern Freight Bureau tariff I.C.C. 4064.

FSA No. 37457: *Chemicals from Chaison, Tex., to Clinton, Ill.* Filed by Southwestern Freight Bureau, Agent (No. B-8114), for interested rail carriers. Rates on motor fuel anti-knock compounds, in tank-car loads, from Chaison, Tex., to Clinton, Ill. (for storage-in-transit). Grounds for relief: Rail competition. Tariffs: Supplements 73 and 28 to Southwestern Freight Bureau tariffs I.C.C. 4370 and 4369.

FSA No. 37458: *Rock salt from Points in Louisiana to Louisville, Ky.* Filed by Southwestern Freight Bureau, Agent (No. B-8113), for interested rail carriers. Rates on rock salt, loose, in bulk, in carloads, from Avery Island, Jefferson Island, Weeks and Winfield, La., to Louisville, Ky. Grounds for relief: Market competition. Tariff: Supplement 5 to Southwestern Freight Bureau tariff I.C.C. 4411.

By the Commission.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 61-11379; Filed, Nov. 30, 1961; 8:48 a.m.]

[Notice 573]

MOTOR CARRIER TRANSFER PROCEEDINGS

NOVEMBER 28, 1961.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's general rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 30 days from the date of service of the order. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 64023. By order of November 21, 1961, Division 3, acting as an Appellate Division approved the transfer to F. G. McFarland and S. R. Hullinger, a partnership, doing business as McFarland & Hullinger, Tooele, Utah, of Certificate Nos. MC 112076 Sub 1 and MC 112076 Sub 3, issued August 10, 1956 and November 29, 1957, to Lowell H. Rasmussen, Monticello, Utah, authorizing the transportation of: Uranium and vanadium ores, in bulk, from points in San Juan County, Utah, to Naturita, Durango and Uravan, Colo., and Thompsons, Utah; and from points in Arizona within a radius of 25 miles of a point at the junction of unnumbered Arizona Highway and Utah Highway 47 (near Gouldings Trading Post on Utah Highway 47 approximately two miles from said junction) to ore concentrating plant sites at or near Mexican Hat and Monticello, Utah. Lucy Redd, 345 South State, Salt Lake City, Utah, attorney for applicants.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 61-11380; Filed, Nov. 30, 1961; 8:48 a.m.]

[Rev. S.O. 562, Amdt. 1 to Taylor's I.C.C. Order 137]

PITTSBURGH & WEST VIRGINIA RAILWAY CO.

Rerouting or Diversion of Traffic

Upon further consideration of Taylor's I.C.C. Order No. 137 (The Pittsburgh & West Virginia Railway Company) and good cause appearing therefor:

It is ordered, That:

Taylor's I.C.C. Order No. 137 be, and it is hereby, amended by substituting the following paragraph (g) for paragraph (g) thereof:

(g) Expiration date: This order shall expire at 11:59 p.m., December 31, 1961, unless otherwise modified, changed, suspended or annulled.

It is further ordered, That this amendment shall become effective at 11:59 p.m., November 28, 1961, and that this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement, and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., November 28, 1961.

INTERSTATE COMMERCE COMMISSION,
CHARLES W. TAYLOR,
Agent.

[F.R. Doc. 61-11381; Filed, Nov. 30, 1961; 8:48 a.m.]

CURTIS DONALD BUFORD

Statement of Changes in Financial Interests

Pursuant to Subsection 302(c), Part III, Executive Order 10647 (20 F.R. 8769) "Providing for the Appointment of Certain Persons under the Defense Production Act of 1950, as amended," I hereby furnish for filing with the Office of the Federal Register for publication in the FEDERAL REGISTER the following information showing any changes in my financial interests and business connections as heretofore reported and published (26 F.R. 5350) during the six months' period ended November 26, 1961.

No change in my statement of financial interests as previously filed.

CURTIS DONALD BUFORD.

NOVEMBER 26, 1961.

[F.R. Doc. 61-11382; Filed, Nov. 30, 1961; 8:49 a.m.]